

FINAL
ENVIRONMENTAL IMPACT REPORT

LUND RANCH II
PUD-25
1500 LUND RANCH ROAD

STATE CLEARINGHOUSE # 2003092021

PREPARED BY
GEIER & GEIER CONSULTING, INC.

IN ASSOCIATION WITH
FEHR & PEERS TRANSPORTATION CONSULTANTS
WILLIAM KANEMOTO & ASSOCIATES
MOAIC ASSOCIATES, LLC
WILDLAND RESOURCES MANAGEMENT, INC.
WALTER LEVISON

UNDER CONTRACT TO



JANUARY 2015

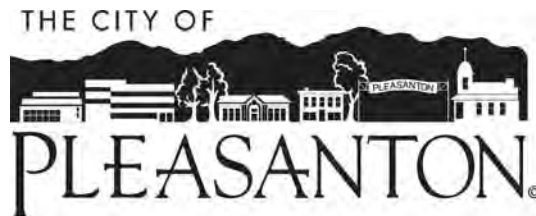
FINAL ENVIRONMENTAL IMPACT REPORT
COMMENTS AND RESPONSES

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CHAPTER 9 COMMENTS RECEIVED ON THE DRAFT EIR AND RESPONSES

9.1 INTRODUCTION

Section 15132 of the California Environmental Quality Act (CEQA) Guidelines states that the Final Environmental Impact Report (Final EIR) shall consist of: (1) the Draft EIR or a revision of the draft; (2) comments and recommendations received on the Draft EIR, either verbatim or in summary; (3) a list of the persons, organizations, and public agencies commenting on the Draft EIR; (4) responses to the significant environmental points raised in the review and consultation process; and (5) any other information added by the lead agency. The Draft EIR was published in July 2014 and the public review period was from July 15, 2014 to September 2, 2014. During this period, comments were received on the adequacy of the Draft EIR. This Chapter of the EIR in conjunction with Chapters 1 through 8 of the Draft EIR constitutes the full Final EIR.

The following sections of this chapter present:

Section 9.2: This section presents a list of comment letters received from agencies, organizations, and individuals on the Draft EIR and copies of the actual comment letters received. In addition, the minutes to the Planning Commission hearing held on August 27, 2014 are included in this section. Comments are organized by commenter type: public agency (A), organization (O), and individuals (I) and referenced by the alphanumeric code corresponding to the comment letter (indicated in the upper right corner of each letter). All comments in each comment document are bracketed (line in the right or left margin) and then numbered to correspond to responses in Section 9.3. Comments presented during the Planning Commission (PC) public hearing are also bracketed and numbered.

This section also provides Master Responses to address issues that are raised by numerous commenters and that are similar in nature, as well as responses to all individual written and oral comments, which were bracketed and numbered in the comment document (letter, email, or transcription of recording). Individual comments are presented verbatim from comment emails, letters and Planning Commission meeting recording; each comment is followed by an individual response. Changes and clarifications to the Draft EIR text that are made in response to comments are indicated in the response with underlines for added text and ~~strikeouts~~ for deleted text.

Section 9.3: This section presents a summary of text changes made to the Draft EIR as a result of the comments received on the Draft EIR and other staff-initiated text changes.

9.2 COMMENTS RECEIVED AND RESPONSES TO COMMENTS

9.2.1 AGENCIES, ORGANIZATIONS, AND INDIVIDUALS THAT SUBMITTED COMMENTS ON THE DRAFT EIR

AGENCIES

No agencies submitted comments on the Draft EIR.

ORGANIZATIONS

Comment Letter ID	Name of Commenter	Organization/ Affiliation	Response Page
O-1	Christian H. Cebrian	Cox Castle Nicholson	9-8
O-2		Preserve Area Ridgeland Committee	9-13
O-3	Anne Fox	Ridge and Hillside Protection Association	9-17
O-4	Andy AllBritten et al	Ventana Hills Steering Committee	9-26

INDIVIDUALS

Comment Letter ID	Name of Commenter	Response Page
I-1	Ahuja, Avind	9-32
I-2	Allen, Nancy	9-33
I-3	Alstott, Marcy	9-35
I-4	Anantharaman, Anupama	9-36
I-5	Bolf, Mary and Richard	9-37
I-6	Casby, Bill and Julie	9-38
I-7	Chavez, Susan	9-39
I-8	Chu, Timothy	9-40
I-9	Coleman, Christopher	9-41
I-10	Crawford, Bruce	9-42
I-11	Dalton, Don	9-44
I-12	DeMott, Tom	9-45
I-13	Deutschman, Peter	9-46
I-14	Dilger, Dan	9-48
I-15	Edwards, Dean	9-49
I-16	Frost, Debi	9-50
I-17	Halim, John	9-51
I-18	Halim, John (2)	9-52
I-19	Hatami, Ali	9-53
I-20	Hsu, Peggy	9-54
I-21	Hsui, Jennifer	9-55
I-22	Karpaty, Lynda and George	9-56
I-23	Khoury, Nick and Lena	9-57
I-24	Kishor, Jugal	9-58
I-25	Ko, Jimmy	9-59
I-26	Krishna, Reshma	9-60
I-27	Lamont, David	9-61
I-28	Lee, Richard and Phyllis	9-62
I-29	Lewis, Julie	9-63
I-30	Lincoln, ?	9-64
I-31	Luckenbuhl, Michele and Randy	9-66

Comment Letter ID	Name of Commenter	Response Page
I-32	Lurye, Alex and Nadia	9-67
I-33	Mahdavi, Shareef	9-68
I-34	Mahdavi, Renee	9-69
I-35	Martin, Brian	9-70
I-36	McElhinney, Rachel and Bruce	9-71
I-37	Medor, Mark	9-72
I-38	Melaugh, Olivia	9-73
I-39	Melaugh, David and Olivia	9-74
I-40	Merryman, Jim and Laurie	9-81
I-41	Mishra, Animesh	9-82
I-42	Nelson, Barry	9-83
I-43	Nelson, Karen	9-84
I-44	O'Connor, Greg	9-85
I-45	Patterson, Emily and Travis	9-88
I-46	Peyrovan, Padi	9-89
I-47	Priscaro, Mark	9-90
I-48	Roberts, Allen	9-91
I-49	Sabo, Gary and Karen	9-94
I-50	Schafer, Scott	9-95
I-51	Spotorno, Alex	9-96
I-52	Spotorno, John	9-101
I-53	Wick, Robert	9-104
I-54	Wittenau, Sue	9-105
I-55	Zander, Kyle	9-106

ORAL COMMENTS ON THE DRAFT EIR

Comment ID	Public Hearing	Response Page
PC-1	Pleasanton Planning Commission Hearing on August 27, 2014	9-107

9.2.2 MASTER RESPONSES

MASTER RESPONSE: MEASURE PP ISSUES

The Draft EIR (pp. 4.1-9 to 4.1-16) provides a discussion of the City's Measure PP and its potential application to the proposed project. Measure PP is a draft measure adopted in 2008 that limits the placement of housing units and structures on steep slopes or near ridgelines. As indicated in the Draft EIR, the application of Measure PP requires reasonable interpretation by the City of Pleasanton, since the measure lacks definitions of key terms and is subject to a variety of possible interpretations. The proposed project and project alternatives addressed in the Draft EIR were designed to comply with Measure PP, based upon the following interpretations and assumptions, and subject to City Council interpretation: (a) defining the 25% slope line as a nominal value, not an average value, (b) defining the

end of a ridgeline as the last highpoint of the ridgeline on the subject property, (c) measuring the 100-foot ridgeline setback to the building pad, (d) excluding artificial slopes graded prior to Measure PP from the 25% slope calculation, and (e) not defining roads as structures, as well as taking into account input from City staff.

The discretion to interpret Measure PP lies with the City Council. Possible interpretations of Measure PP and their implications for the physical development of the proposed project include the following decisions.

- The City Council may decide that Measure PP’s language, “Housing units and structures shall not be placed within 100 vertical feet of a “ridgeline”, means measuring the ridgeline setback from the ridgeline to the building pad. Under this interpretation, Lots 30 and 32 through 35, a total of five lots, would need to be limited to a building pad height less than 470 feet (msl) and Lot 31 would need to be limited to a building pad height less 500 feet (msl). If, however, the City Council decides that this reference is to the height of the roof ridge, then Lots 19, 20, and 27 through 43, a total of 19 lots, would have to be eliminated and/or revised with a combination of lowered building pad heights and single-story only buildings.
- The City Council may decide that roads are not structures, thereby allowing the construction of a road connection from the project to Sunset Creek Lane (Alternative Access Scenarios 3 through 8), in compliance with Measure PP’s language. However, the City Council would still have to address such issues as tree preservation, grading and re-contouring of graded slopes, drainage, and traffic noise, taking into account comments from the community, and could deny this connection based on one or more of these considerations. If, however, the City Council decides that roads are structures, then the road connection to Sunset Creek Lane, which would traverse some of the 25% slope area on the site, may not be in compliance with Measure PP. Alternately, the City Council could conclude that the existing ranch road currently traversing this this slope could be widened and still meet the intent of Measure PP.
- If the City Council decides that artificial slopes over a 25% grade are excluded from the language of Measure PP, then Lots 28 through 30 and 33 through 39, a total of 10 lots, can be retained provided that the grading and development of these lots comply with the language of Measure PP. If, however, the City Council decides that artificial slopes over a 25% grade are subject to the restrictions of Measure PP, then Lots 28 through 30 and 33 through 39 would have to be removed from the project.

MASTER RESPONSE: HISTORY OF ADJACENT LAND USE APPROVALS AND RELATED VENTANA HILLS AGREEMENT

Several neighborhoods surrounding the Lund Ranch II property were the subject of previous land use approvals and an agreement, the Ventana Hills Agreement, between Shapell Industries, the Pleasanton Heights HOA, and the Ventana Hills Steering Committee. The City Attorney has opined that those land use approvals and the Ventana Hills Agreement are not legally enforceable against the Lund Ranch II property owner. The City Council may or may not choose to impose similar land use requirements or honor the Ventana Hills Agreement as part of its land use approval of Lund Ranch II as it determines how Measure PP applies to the proposed project. Measure PP amended the Pleasanton General Plan and the Specific Plans referenced in the General Plan (Land Use Element, pp. 2-12 to 2-14) regarding hillside development. A summary and timeline of the neighboring land use approvals and the Ventana Hills Agreement as they relate to the Lund Ranch project (PUD-25) follow:

1. Ordinance 1509 for PUD-90-18 (adopted on June 4, 1991) required Shapell Industries, developer of the Bonde Ranch development, to abide by the agreements reached between its representatives and two neighborhood groups including the Pleasanton Heights Homeowners Association and the Ventana Hills Steering Committee. The agreement with the Ventana Hills Steering Committee stated that:

“Permanent routing for access to and from “G” Court (Livingston Way) is intended to connect through proposed development on Lund Ranch, to a proposed East-West Collector Road (Sunset Creek Way), without direct connection to Ventana Hills.”

The Ventana Hills Agreement would prevent the project’s proposed connection to Lund Ranch Road, thereby preventing project traffic and traffic from Livingston Way and Middleton Place (15 homes) from going through the Ventana Hills neighborhoods. However, the Lund Ranch II property owner is not a party to the Ventana Hills agreement and is not bound by it. As required by Ordinance 1509, Livingston Way between the homes on Braxton Place and Middleton Place would then be converted from its present configuration as a 28-foot wide public street to a gated Emergency Vehicle Access (EVA).

2. Ordinance 1509 applies to the street connection from the Lund Ranch II development to Sunset Creek Lane (East-West Collector Road of the North Sycamore Specific Plan) in the Sycamore Heights development.
3. The North Sycamore Specific Plan (adopted June 1992) showed an east-west collector street on the Circulation Plan (Figure V-2). The North Sycamore Specific Plan states that, “The proposed Plan includes construction of a new east-west collector street connecting the North Sycamore area and the adjacent proposed Lund II development to the east with Sunol Boulevard to the west.” A purpose of the east-west collector street was to distribute Lund Ranch II traffic through the streets of neighboring developments excluding the Ventana Hills development. (The Lund Ranch II property is identified as a funding source for the North Sycamore Specific Plan based on a 151-unit development reviewed with the cumulative analysis of the North Sycamore Specific Plan EIR.) However, since the Lund Ranch II property was not part of the North Sycamore Specific Plan, there is no requirement in the Specific Plan requiring the Lund Ranch II developer to actually connect to an east-west collector street.
4. Ordinance 1739 for PUD-97-03 (adopted March 3, 1998) for the Bridle Creek development approved the first section of Sunset Creek Lane, the east-west collector street required by the North Sycamore Specific Plan.
5. Ordinance 1791 for PUD-97-12 (adopted October 19, 1999) for the Sycamore Heights development approved the second and last section of Sunset Creek Lane to the east project boundary adjoining the Lund Ranch II property, thereby completing the east-west collector required by the North Sycamore Specific Plan. Ordinance 1791 required the entire right-of-way for Sunset Creek Lane to be dedicated to the City as a public street up to the west boundary of the Lund Ranch II property. However, only a portion was constructed with the remaining, unbuilt right-of-way covered by a public road easement. As required by Ordinance 1791, Sunset Creek Lane may only be extended to provide the connection to the Lund Ranch II property shown on the North Sycamore Specific Plan. Signs were installed at the end of Sunset Creek Lane stating that the street would be extended.

6. On September 24, 2001, the applicant submitted the application for PUD-25, the PUD Development Plan for 113 single-family homes on the Lund Ranch II property. There have been several versions of the proposed project since an application was first submitted on September 24, 2001:

- 113 single-family homes, dated September 24, 2001.
- 149 units with 43 units designed as “cluster homes” on approximately 71 acres, April 3, 2007.
- 107 units including 16 lots designated as duet-style lots for below-market rate housing on approximately 71 acres, April 3, 2007.
- 82 units at the mid-point density of the Pleasanton General Plan on approximately 64.9 acres, April 3, 2007.

All four versions proposed public street connections to Livingston Way (Bonde Ranch development) and to the Sunset Creek Lane and Sycamore Creek Way (Sycamore Heights) development, Emergency Vehicle Access (EVA) connections to Lund Ranch Road (Ventana Hills development) and to Casterson Court (Kottinger Ranch development), and a future public street connection to the Foley property. The 82-unit, 107-unit, and the 149-unit development plan alternatives and supporting materials constituted the PUD-25 application and were to be evaluated in the project’s EIR.

7. Review of the proposed project and of the Draft EIR, however, was delayed by the Pleasanton General Plan update and by the initiatives for Measures PP and QQ that addressed development in the City’s hillside areas and defined the term “dwelling unit” for the General Plan.
8. After the City completed the General Plan update, the applicant prepared and re-submitted the proposed PUD Development Plan, designed to implement the policies and criteria of Measure PP. The result is the proposed project submitted on September 16, 2011 with 50 units on approximately 33.8 acres evaluated in the Draft EIR. Note that new General Plans and amendments to existing General Plans also cover previously entitled properties where the entitlement is not vested by a Development Agreement, Vesting Final Map, or construction based upon substantial reliance on a building permit.
9. Planning Commission Work Session (March 14, 2012) to provide the Planning Commission and the public the opportunity to review and discuss the revised, 50-unit PUD Development Plan including the issues pertaining to project access and the Ventana Hills agreements.

The decision on whether or not to implement the Ventana Hills Agreement is not a CEQA issue in itself in that the connection to Sunset Creek Lane (Alternative Access Scenario 6) is not necessary to mitigate Level-of-Service impacts to Lund Ranch Road. However, the location and construction of the public street connection to Sunset Creek Lane as a physical change to vacant land and is a CEQA issue pertaining to traffic, grading, tree removal, stream crossing, streets/roads on a 25% slope, etc., and is evaluated in the Draft EIR under Alternative Access Scenario 6.

MASTER RESPONSE: WATER SUPPLY ISSUES

The following supplemental information concerning water supply issues is included to address comments related to water supply issues. This information responds to the concerns regarding water supply in the community in general.

Water supply services in Pleasanton are provided by the Alameda County Flood Control and Water Quality Conservation District Zone 7 (Zone 7 Water Agency) and are addressed in the 2010 Urban Water Management Plan (Figure 3-1, p. 3-7). Discussions with representatives of the Zone 7 Water Agency and review of the 2010 Urban Water Management Plan indicate that the Zone 7 Water Agency has sufficient water supplies to accommodate planned growth through 2030 based on the General Plans of its member agencies, including housing-related growth in Pleasanton even during multiple dry years. Adequate water supply would be ensured through a combination of water conservation and the development of new supplies and storage facilities. The Urban Water Management Plan will be updated in 2015, and is expected to include a similar approach to accommodating growth as the 2010 plan, even in the midst of a severe drought.

In response to the on-going drought, the City Council proclaimed a Local Drought Emergency and issued a Stage 3 drought declaration to reduce water consumption by 25%. In addition, the City also approved amendments to the City's Water Conservation Plan, Chapter 9.30 of the Pleasanton Municipal Code, outlining water reduction measures to be implemented during droughts. These water reduction measures, in addition to other State-mandated measures, would apply to the proposed project and would reduce the water demand of the proposed project.

After approval of the Recycled Water Feasibility Study in November 2013, the City is also moving forward with implementation of a recycled water program. This recycled water program will reduce the demand for potable water within Zone 7 and assist in creating a more reliable water supply, since the recycled water would be generated and consumed locally. Therefore, based on mandatory water conservation measures and the development of new water supplies (including the use of recycled water), sufficient water supplies would exist to provide water to the proposed project and existing development in Pleasanton. However, the City also possesses the flexibility to institute more stringent measures to reduce water demand in the event of a prolonged drought, pursuant to a 2009 Water Shortage Contingency Plan developed by water retailers who purchase water from Zone 7. The Water Shortage Contingency Plan identifies a set of water conservation measures that could be implemented at different drought declarations, including denying service requests for new water connections to large residential, commercial, or industrial projects.

9.2.3 COMMENTS RECEIVED ON THE DRAFT EIR AND RESPONSES

The following letters, emails, and oral comments are presented as submitted or provided to the City of Pleasanton Community Development Department, Planning Division. The original comment documents have been reviewed for comments relating to the Draft EIR and its analysis of environmental issues identified pursuant to the California Environmental Quality Act. Comments are numbered on each page of the document and responses to each comment are presented after each comment document.

ORGANIZATIONS THAT SUBMITTED COMMENTS ON THE DRAFT EIR



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File No. 26440

August 20, 2014

VIA OVERNIGHT COURIER

Marion Pavan
City of Pleasanton
Department of Planning and Community Development
200 Old Bernal Avenue
Pleasanton, CA 94566-0802

Re: Lund Ranch II Draft EIR

Dear Mr. Pavan:

On behalf of GHC Lund Ranch, LLC ("Lund Ranch"), thank you for providing us a copy of the Draft Environmental Impact Report for the Lund Ranch II PUD-25, 1500 Lund Ranch Road Project (the "Draft EIR"). Lund Ranch appreciates the diligent work by the City of Pleasanton in preparing the document. The following are Lund Ranch's limited comments on the Draft EIR:

1. *Maintenance Association*

In several locations the Draft EIR refers to a home owners' association (HOA) for the Lund Ranch project. Lund Ranch does not intend to establish a HOA for the project and believes a maintenance association similar to those established for other developments in Pleasanton, such as Bridle Creek, would be a more appropriate vehicle to carry out the functions proposed by the Draft EIR. Lund Ranch therefore requests the following changes to the Draft EIR to clarify that a maintenance association in lieu of a HOA would be acceptable to the City of Pleasanton:

Draft EIR Page No.	Requested Revision
2-1	The public open space would be owned by the City and maintained by either the City of <u>or</u> the development's homeowners' association (HOA)/ <u>maintenance association</u> .
2-20	The project would include the disclosure of the Program's requirements as part of the <u>CC&Rs</u> governing documents for the project development.

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	Vegetation management measures included in this Plan shall continue to be implemented according to the <u>CC&Rs governing documents</u> for the proposed residences, and/or an Open Space Maintenance District.
3-3	The public open space would be owned by the City and maintained by either the City <u>of or</u> the development's homeowners' association (HOA)/ <u>maintenance association.</u>
4.12-14 (Policy 8)	The Homeowners' Association (HOA), <u>Maintenance Association or Open Space Maintenance District</u> shall be required to pay for annual inspections.
4.12-15 (Policy 11) (Policy 11.3)	The HOA, <u>Maintenance Association, or Open Space Maintenance District</u> shall be required to pay for annual inspections. ... shall be incorporated into the <u>CC&R's governing documents</u> of the proposed development.
4.12-24	The project would include the disclosure of the Program's requirements as part of the <u>CC&Rs governing documents</u> for the project development. Vegetation management measures included in this Plan shall continue to be implemented according to the <u>CC&Rs governing documents</u> for the proposed residences, and/or an Open Space Maintenance District.

02

2. Noise Mitigation

The Draft EIR concludes that the Project would result in a 5.6 dBA increase on Lund Ranch Road between the project boundary and Independence Drive and a 4.2 dBA increase on Independence Drive between Hopkins Way and Lund Ranch Road. (Draft EIR Table 4.7-4.) It is generally accepted that a noise increase of 3 dBA would be at the edge of human perception and a 5 dBA increase is a noticeable change (Draft EIR p. 4.7-15). The Draft EIR concludes that even though the Project would result in noise levels the City's General Plan would consider "normally acceptable," the dBA increases for the road segments described above would be potentially significant due to General Plan Policy 1, Program 1.3. As mitigation for this impact, the Draft EIR proposes that the City (A) require the project be reduced to 29 units; or (B) require resurfacing of the impacted roadway segments with rubberized asphalt. (Draft EIR Mitigation Measure 4.7-4).

03

Option A would not be legally feasible mitigation. Mitigation Measure 4.7-4 should be revised to only propose option B. A 42% reduction in the project size to address a noise increase that would be just noticeable would not be "roughly proportional" to the project's impacts as required by the Federal and State Constitutions and CEQA. (See CEQA Guidelines §§ 15041(a), 15126.4(a)(4)(B).) Further, CEQA Guidelines § 15092 prohibits an agency from

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imposing a mitigation measure that results in reducing the number of proposed housing units if another mitigation measure exists that provides comparable benefits. (CEQA Guidelines § 15092(c).) The Draft EIR is clear that Option B would be as effective as Option A, therefore Option A (reducing the number of housing units by 42%) cannot be imposed on the project. (*Id.*) At a minimum, Mitigation Measure 4.7-4 should be revised to clarify it would be in the developer's sole discretion which option would be selected to mitigate the project's impacts.

Finally, in the event a Project circulation system is adopted that varies from the proposed Project, Lund Ranch requests that Mitigation Measure 4.7-4 be revised to provide the opportunity to demonstrate that the final circulation system approved by the City would not conflict with General Plan Policy General Plan Policy 1, Program 1.3 and therefore no noise mitigation would be required.

Lund Ranch proposes one of the following two proposed revisions be made to the Draft EIR:

p. 4.7-17 "... to achieve noise reductions of up to 5 dB. However, in addition to mitigation being available with comparable benefits, such mitigation is not feasible because requiring a reduction in the Project size to 29 units would not be roughly proportional to anticipated impacts of 5.2 dBA or less.

Mitigation Measure 4.7-4: The City shall require the project applicant to reduce the project's estimated 5.6 dBA increase on Lund Ranch Road to 4 dBA or less. Such a reduction ~~could~~ shall be achieved by either: (a) ~~reducing the number of residential units to 29 in order to sufficiently reduce noise generated by project related traffic volumes;~~ or (b) requiring resurfacing Lund Ranch Road (Independence Drive to project site boundary) and Independence Drive (from Lund Ranch Road to Hopkins Way) with rubberized asphalt to be installed, at discretion of the City Engineer, prior to project completion. If a revised noise analysis, prepared to the satisfaction of the City Engineer and based on the Project's circulation system approved by the City, demonstrates that the noise increases to Lund Ranch Road and Independence Drive would be less than 4 dBA, then this mitigation measure would be inapplicable.

or

"... to achieve noise reductions of up to 5 dB.

Mitigation Measure 4.7-4: The City shall require the project applicant to reduce the project's estimated 5.6 dBA increase on Lund Ranch Road to 4 dBA or less. Such a reduction could be achieved, in project applicant's sole discretion, by either: (a) reducing the number of residential units to 29 in order to sufficiently reduce noise generated by project related traffic volumes; or (b) ~~requiring~~ resurfacing Lund Ranch Road (Independence Drive to project site boundary) and Independence Drive (from Lund Ranch Road to Hopkins Way) with rubberized asphalt to be installed, at discretion of the City Engineer, prior to project completion. If a revised noise analysis, prepared to the satisfaction of the City Engineer and based on the Project's

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circulation system approved by the City, demonstrates that the noise increases to Lund Ranch Road and Independence Drive would be less than 4 dBA, then this mitigation measure would be inapplicable.

03

3. *Interpretation of Measure PP and QQ*

The Draft EIR states on page 2-28 that Measure PP's setback requirements "will most likely require the lowering of pad elevations or the elimination of up to five proposed lots." A similar statement is made in the General Plan consistency analysis on pages 4.1-7. Neither the analysis in the EIR, nor prior staff analyses, supports these statements. The proposed site plan for the project fits within the measure PP/QQ development limit line shown on Draft EIR Figure 4.1-3. This development limit line has been supported by City staff for several years as shown on page 11 of the March 14, 2012 Planning Commission Works Session Staff Report attached as an appendix to the EIR. That staff report confirms that the Project complies with the "Measure PP/QQ development limit line." Likewise, the Draft EIR states that "In Figures 4.1-3 and 4.4-1, the 100-foot ridgeline setback is shown, and proposed lots are outside of that area." (Draft EIR at p.4.1-14; *see also* 4.3-20 ["Housing units and grading in the proposed project would be located on slopes of less than 25 percent and at least 100 vertical feet from the ridgeline."].)

Therefore, the statements that the lowering of pad heights or the loss of lots would likely be required to comply with Measure PP/QQ are unsupported and should be removed. The Project has been designed to comply with Measure PP/QQ with direction from staff over the last several years and Lund Ranch believes there have been no changes in circumstances that would warrant new requirements at this stage in the entitlement process.

04

###

Thank you for your consideration of these comments and feel free to contact me if you have any questions.

Sincerely,


Christian H. Cebrian

CHC/mlb

026440/5.09186v2

Response to Comment O-1 Cox, Castle, & Nicholson LLP - 01: The comment clarifies that the Project Applicant does not intend to establish a Home Owners Association (HOA) for the project, and that the project as proposed would include a Maintenance Association (MA) similar to those established for other developments in Pleasanton. The decision whether to require the establishment of an HOA or an MA is a project issue to be determined by the City Council; it does not relate to the adequacy of the Draft EIR.

Response to Comment O-1 Cox, Castle, & Nicholson LLP - 02: The comment requests changes on six pages of the Draft EIR to acknowledge the potential use of a maintenance association to conduct various project functions identified in the Draft EIR. Please see Chapter 9.3 for the Draft EIR text changes to be included as part of the Final EIR, per CEQA Guidelines Section 15088(d).

Response to Comment O-1 Cox, Castle, & Nicholson LLP - 03: The Draft EIR (p. 4.7-16, last paragraph) identifies the project's traffic noise increases on Lund Ranch Road and Independence Drive (north of Hopkins Way) to be a significant noise impact because they exceed the threshold noise increase of 4 dBA specified in the Pleasanton General Plan (Policy 1, Program 1.3.) The Draft EIR requires implementation of Mitigation Measure 4.7-4 to reduce this impact to a less-than-significant level. The Draft EIR similarly identifies the noise increase on Lund Ranch Road to be significant and a similar mitigation is required to ensure that traffic noise increases do not exceed the General Plan's threshold limit of 4 dBA. For both the proposed project and Scenario 6, the impact significance determination and mitigation are based on limiting the incremental noise increase to 4 dBA or less, not maintaining the Commenter's suggested 65-dBA front yard noise limit. The Draft EIR (p. 4.7-16) states, "future traffic noise levels along neighborhood streets (with the proposed project) would be less than significant since they would not exceed 65 dBA (Ldn) in the front yards of residences located adjacent to all affected neighborhood streets."

The Draft EIR's mitigation measure specifies a reduction in the number of residential units that would result in a proportional reduction in the project's trip generation on Lund Ranch Road assuming the proposed circulation system is approved as part of the Project. The performance standard, which limits noise increases on any roadway to 4 dBA or less, has been added to Mitigation Measure 4.7-4 of the Draft EIR (p. 4.7-17). This performance measure would ensure that noise attenuation measures, such as a reduction in units and/or application of noise attenuating asphalt on selected local streets, is implemented no matter which circulation design (Alternative Access Scenario) is approved by the City. If an updated noise analysis, prepared to the satisfaction of the Director of Community Development based on the Project circulation system approved by the City Council, demonstrates that the noise increases to Lund Ranch Road, Independence Drive, and all neighborhood streets would be less than 4 dBA, the street resurfacing would no longer apply.

Response to Comment O-1 Cox, Castle, & Nicholson LLP - 04: This comment raises the issue of Conformity with Measure PP. As discussed in the Draft EIR (pp. 4.1-9 to 4.1-16), the application of Measure PP requires interpretation by the City of Pleasanton, since the measure lacks definitions of key terms and is subject to a variety of possible interpretations. Please see Section 9.2.2, Master Response to Measure PP Issues, for additional discussion of project conformity related to Measure PP.

O-2

From: Preserve Area Ridgeland Committee
[\[mailto:preserve.area.ridgelands@gmail.com\]](mailto:preserve.area.ridgelands@gmail.com)
Sent: Tuesday, September 02, 2014 5:00 PM
To: Marion Pavan
Subject: PUD-25 Comments

Dear Mr. Pavan, Associate Planner:

The Preserve Area Ridgeland Committee and the PARC Fund oppose the Lund Ranch II alternatives that violate Measure PP. PARC has been working for the last 40 years in the Tri-Valley with the primary purpose to preserve ridgeland, including keep roadways off of ridgetops and hillsides, beginning with the Scenic Highway proposal from Oakland to Pleasanton, and most recently with Alameda County Measure D, Pleasanton city Measure PP, and establishing local urban limit lines.

01

The City of Pleasanton has asked the developer to examine multiple scenarios that appear to violate multiple provisions of Measure PP, including allowing a housing development of 50 housing units that far exceeds the Measure PP exemption of 10 housing units or fewer to construct roadways to be on slopes of 25% or greater or within 100 feet of a ridgeline. These scenarios, specifically 3 through 8, clearly violate Measure PP. It is unclear if Scenario 2 also violates Measure PP.

Terms “Structure” and “Infrastructure” Both Used in Measure PP

The Notice of Intent to Circulate Petition clearly states: “Exempt 10 or less housing units and supporting **infrastructure** on “legal parcels” of January 1, 2007 from hillside development restrictions.” The Argument in Favor of Measure PP, Argument Against Measure PP and the Rebuttal of the Argument Against Measure PP contain the word “road” or “roads.” Furthermore, the existing PMC defined “ridge” and “ridgeline” in 1975 and “structure” a decade earlier.

02

Measure F, authored by City Attorney Michael Roush, and adopted by the voters in the November 1993 election indicates Policy 1.1 is “Establish land use and design standards to minimize intrusion of man-made structures and other features into the existing viewshed.” The PMC HPD Ordinance also classifies streets and buildings as man-made structures.

Exemptions from PP Development Regulations Only Apply to Housing Developments for 10 or Fewer Housing Units

Measure PP exempts proposed developments of 10 or less housing units and supporting infrastructure on “legal parcels” as of January 1, 2007 from hillside development restrictions outlined in Measure PP [see item 3, Notice of Intent to Circulate Petition]. The 1996 General Plan states that infrastructure is “capital improvements required to service development such as sewer, water, and storm drainage.” Furthermore, in the text of the initiative, it exempts “housing developments of 10 or fewer housing units on a single property...”

03

Exemptions from PP Development Regulations Do Not Apply to a Proposed Housing Development of 50 Housing Units

In order to allow a housing development of 50 housing units like Lund Ranch II to be

O-2

exempted from Measure PP hillside development regulations, the city must follow CEQA, prepare a City-sponsored environmental document that examines all sites with 25% or more slope or within 100 vertical feet of a ridgeline, and examine in detail the ramifications of increasing the housing unit exemption size from 10 housing units or fewer to 50 housing units or fewer. It must then place the proposed exemption revision on the ballot per Item III of Measure PP "The provisions of this initiative may be amended or repealed only by the voters of the City of Pleasanton at a City general election..."

03

DEIR Ignores Hillside Planned Development Ordinance

The existing PMC Hillside Ordinance for sites designed with greater than average slope of 10% was intended to protect Pleasanton's hillsides and ridgelines, but the DEIR does not discuss the applicability of this ordinance.

04

For PUDs, the Pleasanton Municipal Code language clearly states that there is an HPD specific process that must be followed:

18.68.120 HPD process.

If a development is proposed pursuant to this chapter, which also could develop under the provisions of the hillside planned development district (Chapter 18.76 of this title), the developer shall submit with his or her application for PUD zoning and PUD development plan an explanation why the project is not requested for development pursuant to the hillside planned development district. (Prior code § 2-8.36)

05

http://qcode.us/codes/pleasanton/view.php?topic=18-18_68-18_68_120&frames=on – startContent

Public Safety Element Not Addressed

A portion of the Lund property has a land use designation of Public Health and Safety and this is not addressed in the DEIR.

06

100 Vertical Feet from a Ridgeline

The distance from the ridgeline to a structure or housing unit shall not be within 100 vertical feet of a ridgeline. Measure PP makes no provisions from the 100 vertical feet being from the basement or the bottom of a structure. Once a structure or housing unit is constructed, the "housing units and structures shall not be placed....within 100 vertical feet of a ridgeline."

07

Regards,

Preserve Area Ridgelines Committee
The PARC Fund

Response to Comment O-2 Preserve Area Ridgeland Committee - 01: It should be understood that the alternatives selected for consideration in the Draft EIR were evaluated on the basis of criteria that are set forth in CEQA. Section 15126.6(a) of the CEQA Guidelines provides direction in the consideration and discussion of the alternatives to the proposed project. Specifically, the Guidelines state:

“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

The alternatives to the proposed project were selected on the basis of their potential to reduce or eliminate potentially significant impacts for eight resource issues, e.g. traffic and noise (Draft EIR, p. 5-2, (first paragraph) as required under the CEQA Guidelines. The alternatives could feasibly be built in compliance with Measure PP, pending determination by the City Council as discussed in the “Issues to be Resolved” section (Draft EIR p. 2-28). The Draft EIR includes the CEQA-required evaluation of the impacts and mitigation measures of these alternatives so that no further CEQA analysis would be necessary if the City Council decides to adopt one of the alternatives.

Response to Comment O-2 Preserve Area Ridgeland Committee - 02: The comment addresses the definitions of terms such as “Structure” and “Infrastructure” and provides background context for this discussion. The Draft EIR (pp. 4.1-9 to 4.1-16) discusses the interpretation and application of Measure PP to the proposed development. As discussed in Section 9.2.2, Master Response for Measure PP Issues, the ultimate discretion to interpret Measure PP and the proposed project’s compliance with Measure PP lies with the City Council.

Response to Comment O-2 Preserve Area Ridgeland Committee - 03: The proposed project does not seek exemption from the requirements of Measure PP. The objectives of the proposed project include the development of a residential development designed to comply with the language of Measure PP (Draft EIR, pp. 4.1-9 to 4.1-16). Please refer to Section 9.2.2, Master Response for Measure PP Issues for further clarification of the project’s relationship to the policy language of Measure PP.

Response to Comment O-2 Preserve Area Ridgeland Committee - 04: The policy language of Measure PP controls over the requirements of the Hillside Planned Development District of the Pleasanton Municipal Code. The proposed project has been planned and designed with the intention of complying with the language of Measure PP.

Response to Comment O-2 Preserve Area Ridgeland Committee - 05: The project is designed to comply with the requirements of Measure PP. Please refer to Section 9.2.2, Master Response for Measure PP Issues for further clarification of the project’s relationship to the policy language of Measure PP.

Response to Comment O-2 Preserve Area Ridgeland Committee - 06: Refer to Chapter 9.3, Draft EIR Text Changes of the Final Environment Impact Report, Response to Comments. The proposed project is confined to the lower elevations of the site below the portions of the site designated Public Health and Safety. Based upon a review of the General Plan’s Public Safety Element mapping, the portion of the project site designated for Public Health and Safety use is typically over a 25% slope and is also subject to earthquake induced landslides. The proposed project would designate this area to remain as permanent open space. The existence of the Public Health and Safety designation on the site would not

result in environmental impacts because this portion of the site would be preserved as permanent open space.

Response to Comment O-2 Preserve Area Ridgeland Committee - 07: As discussed in Section 9.2.2, Master Response for Measure PP Issues, the reasonable interpretation of Measure PP provisions is subject to the City Council.

O-3

From: Anne Fox [mailto:anne_fox@comcast.net]
Sent: Tuesday, September 02, 2014 4:26 PM
To: Marion Pavan
Cc: Maria Hoey
Subject: PUD-25 DEIR comments from RHPA-Ridge and Hillside Protection Association

DATE: September 2, 2014
TO: Marion Pavan, Associate Planner
FROM: Ridge and Hillside Protection Association (RHPA)
SUBJECT: PUD-25 Lund Ranch II DEIR

Please find attached the comments from RHPA regarding Lund Ranch II.

Comments Lund Ranch II PUD-25

1. RHPA believes that project as proposed meets Measure PP in most areas.

Scenarios 3, 4, 5, 6, 7 and 8 do not comply with Measure PP (unless the project total scope is reduced to 10 housing units or less). Scenarios 3, 4, 5, 6, 7, and 8 are devastating to the environment in that all involve the construction of a bridge (a bridge is a "structure"), retaining walls, and construction of a roadway adjacent to a ridge and up and down steep slopes in excess of 25%, crossing an environmentally sensitive watershed with disturbance of riparian habitat, and the loss of many oak trees.

Scenario 2 may comply with Measure PP, but insufficient data on grading of slopes on the Bonde City-owned property to accomplish the Middleton extension is provided in the DEIR to support whether it does or does not comply with Measure PP.

2. Project Description (Page 3-3): Previously in city staff reports, the Lund Ranch II site was identified as having 194.8 acres with 55.5% of the area being greater than equal to a slope of 25% and 44.5% of the area having slope of less than 25% with the General Plan land use designation being designated Public Health and Safety, LDR, RDR. The Land Use Element diagram for the adopted General Plan located at <http://www.cityofpleasantonca.gov/pdf/genplan-090721-landusemap.pdf> [adopted map updated with Res. 12-494] appears to show the southeast portion of the property as Public Health and Safety. This area is a light green area on this map which designates that the area is Public Health and Safety. Please explain why there is a discrepancy in the land use designations in comparing the General Plan and the DEIR for this property. The DEIR does not mention any information about a portion of the property designated Public Health and Safety, and this appears to be an error.

3. Project Description (Page 3-3): Previously in city staff reports, the Lund Ranch II site was identified as having 194.8 acres with 55.5% of the area being greater than equal to a slope of 25% and 44.5% of the area having slope of less than 25% with the General Plan land use designation being designated Public Health and Safety, LDR, RDR. The Land Use Element diagram <http://www.cityofpleasantonca.gov/pdf/genplan-090721-landusemap.pdf> appears to show the area directly contiguous to the circle around Lund Ranch Road is Low Density Residential and the areas further out westward are Rural Density Residential with the southeast portion of the property as Public Health and Safety. Please explain why there is a discrepancy in the land use designations in comparing the General Plan and the DEIR for this property.

4. Regarding the terrain, it is unclear how for options 2 through 8 exactly how the development will be placed on the terrain. Please overlay the planned alternatives including maps of the proposed development with a map of the existing topography that clearly shows areas of the property with 0 to 10% slope, 10 to 24.9% slope and 25% or greater slope, including areas outside the project site connecting the project to Middleton Place.

5. The develop plans for each alternative are incomplete. A preliminary grading plan is provided, but the diagrams listed as required in the PUD Development Plan section of the Pleasanton Municipal Code appear to be missing. Please provide a grading plan showing increments of the depths of all cuts and fills in various colors or any similar display which shows the cuts, fills and depths thereof and readily distinguishes between differing fills and depths; and a slope classification map showing, in contrasting colors, all land which has less than 10 percent slope, that land which has a slope between 10 percent and 24.9 percent and all land which has a slope greater than or equal to 25 percent for each alternative. Please include all Improvements as defined in the Pleasanton Municipal Code 19.08.070 as

O-3

“Improvements,” as used in this title, means those public works improvements normally constructed within street rights-of-way or public easements, as a part of the subdivision improvements, including, but not limited to, curb, gutter, sidewalk, street paving, sewers, water lines, storm drain facilities, trees, fire hydrants and street lights. It shall also include rough grading the building sites to provide a buildable site with proper drainage. (Prior code § 2-2.31).”

05

6. The 3-7 Preliminary Grading Plan is unclear regarding the slope of the terrain from the Middleton Place location to the project site. Figure 3-2 topography appears to show a steeply sloping area between the Dennen and Thompson property around the label City of Pleasanton. Is the proposed area for the extension of Middleton Place with a slope greater than or equal to 25%?
7. Regarding fill and grade in relation to the existing topography, please provide an overlay showing planned grading and fill locations in relation to current landslide areas for each of the alternatives.
8. Figure 3-6. The diagram appears to show a proposed Water / Liquid Storage Tank structure near or in the Public Health and Safety land designation on the GP Land Use map that is not mentioned in the DEIR which appears to be in the 25% slope or greater zone and possibly within 100 vertical feet of a ridgeline. In the flood and water section of the Pleasanton Municipal Code, a water tank is a structure according to the Pleasanton Municipal Code JJ. “Structure” means a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home.” Water Tank structures may not be placed on slopes of 25% or greater or within 100 vertical feet of a ridgeline, and grading to construct Water Tank structures may not be placed on slopes 25% or greater than 100 vertical feet of a ridgeline per Measure PP. The Water Tank structure must be re-located so that it complies with Measure PP. City facilities are not exempt from Measure PP. Any attempt to enact exemptions to modify Measure PP, a city wide ordinance, would require full environmental review and voter approval.
9. Figure 3-7. Walls are show in the limit of 25% slope area in the center of the diagram. Walls/retaining walls must be moved to be in areas that are less than 25% slope in order to comply with Measure PP. These walls must be re-located so that they are located in areas where the slope is less than 25%.
10. Page 4.1-2 and Figure 4.1-1: As mentioned previously, the General Plan Land Use Element map in the DEIR is different than the one on the Pleasanton city web page. The southeastern corner of the property for Lund Ranch II is clearly a light green which is Public Health and Safety. Please correct the DEIR and place the correct General Plan Land Use Map in the DEIR. See the portion of the Land Use Map from the General Plan below.

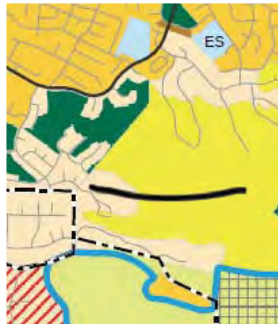
06

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Public Health and Safety (light green)

11. Page 4.1-7 Please note under “Other Land Use Planning Instruments” a section called **Never Completed Southeast Hills Specific Plan** and that on August 23, 2005 at the priority setting workshop that Council directed staff to initiate a Southeast Hills Specific Plan. Please add to this new section that as noted in this meeting Mr. Roush explained that a Southeast Hills Specific Plan could be developed which addresses the Lund, Lin and Foley property. Also note that the minutes indicated that Mr. Fialho explained on page 11 of the minutes that this could lead to a Specific Plan with a goal of Mr. Fialho recommended changing the project description to explore “opportunities for open space protection and minimal development of remaining southeast hills.” Please also note that this Specific Plan project envisioned 9 years ago appears to have never been completed nor initiated. The provisions of a Specific Plan are never vested.

11

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| | O-3 |
| 12. Page 4.1-7 Please note that no previous Specific Plan proposed roadways are "vested." They cannot be "grandfathered in." The provisions of Measure PP supplant any conflicting provisions and must be adhered to in any development proposal for the area. | 12 |
| 13. Page 4.1-7 Please provide a paragraph under that section which explains the Hillside Planned Development district (HPD) in the Pleasanton Municipal Code as codified under Ordinance 763 adopted on July 14, 1975 (initiated by Mayor Ed Kinney). Among the provisions it states: "Streets, buildings, and other man-made structures [must be] designed and located in such a manner as to complement the natural terrain and landscape." Please also note that this sentence indicates that a street and a building is a man-made structure, consistent with the definition of "Structure" as adopted in the Pleasanton Municipal Code in the 1960s. | 13 |
| 14. Page 4.1-7 Please provide a paragraph under that section entitled 1996 General Plan Provision for a Ridgeline Preservation Ordinance . In this section, indicate that at the Planning Commission meetings on April 19, 2006 and May 24, 2006 that the Planning Commission directed staff to agendize a discussion so that the Planning Commission could create a ridgeline ordinance in response to the 1996 General Plan, and that city staff refused to agendize any discussion; therefore, given that city staff refused to do so and it had been a decade (10 years) of city inaction, some of the Planning Commission authored the ballot measure that was put forth before the voters in Measure PP. | 14 |
| 15. Page 4.1-7 As noted previously, the Public Health and Safety portion of the Lund Ranch II site seems to have been omitted in the DEIR even though a portion of the site has a land use designation of Public Health and Safety. For that portion of the site with land use designation Public Health and Safety, please discuss in this section the development restrictions in the Public Safety Element chapter of the General Plan. | 15 |
| 16. Please provide all grading proposed for any "Development" as specified in the Pleasanton Municipal Code in section 17.08.050 means "any manmade change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations ..." for each option and indicate the approximate number of yards of dirt which will excavated or used for fill for each alternative. | 16 |
| 17. Page 4.1-9: Measure PP which amended the 1997 General Plan does not "limit" grading or "limit" the placement of housing units and structures or "limits" subdivisions. The text of Measure PP does not use the word "limit." Please note that the Policy 12.3 is "Ridgelines and hillsides shall be protected. Housing units and structures shall not be placed on slopes of 25% or greater, or within 100 vertical feet of a ridgeline. " Furthermore it states that "Exempt from this policy are housing developments of 10 or fewer housing units on a single property that was, as of January 1, 2007, a "legal parcel" pursuant to the California Subdivision Map law. Splitting, dividing, or sub-dividing a "legal parcel" [as] of January 1, 2007 to approve more than 10 housing units is not allowed." | 17 |
| 18. Page 4.1-9: Please note that the Notice of Intent to Circulate the Petition stated "Exempt 10 or less housing units and supporting infrastructure on "legal parcels" [as] of January 1, 2007 from hillside development restrictions." | 18 |
| 19. 4.1-12 The DEIR discusses 'building pads' but does not discuss whether existing buildings are on the building pads. It would seem unreasonable that a building pad would be created on a slope of 25% or more. Please clarify. Measure PP states that housing units and structures shall not be placed on slopes of 25 percent or greater. The housing units placed on the lots; therefore, must be placed on the portion of the lot where the slope is less than 25%. The exception to this regulation is housing developments of 10 or fewer housing units. The developer, if they desire to grade for development in areas 25% or more slope can choose to reduce the size of the project to 10 housing units. Note that there are no commercial structure or city structure exemptions in Measure PP; therefore, the relevance of Hana Japan is mute. Any exemption made by the Planning Department was made in error because there is no commercial structure exemption in Measure PP whatsoever. | 19 |

- O-3**
20. Non - Compliance with Measure PP: Figure 4.1-3 shows a dark green area of slope 20% to 25% in the area with the proposed Middleton Place extension. If this area is 25%, the following Scenarios do not comply with Measure PP (Scenario 2: Lund Ranch Road + Middleton Place, Scenario 4: Lund Ranch Road + Middleton Place + Sunset Creek Lane, Scenario 5: Lund Ranch Road + Middleton Place + Sunset Creek Lane + Sycamore Creek Way, Scenario 6: Middleton Place + Sunset Creek Lane) and is not less than 25%, this would not comply with Measure PP. Please revise the drawing to reflect 20-24.9% and 25% or greater. **20**
21. 4.1-14 Non Compliance with Measure PP: Measure PP states "Housing units and structures shall not be placed on slopes of 25 percent or greater, or within 100 vertical feet of a ridgeline." A roof is part of a structure; therefore, a structure or any part of that structure shall not be placed within 100 vertical feet of a ridgeline. Note that according to Measure PP, no housing unit or structure may be placed within 100 vertical feet of a ridgeline. ~~It does not indicate that a portion of a housing unit or portion of a structure can be placed within 100 vertical feet of a ridgeline.~~ In addition, no grading activity can occur within 100 vertical feet of a ridgeline. Any attempt to enact additional exemptions of the city-wide Measure PP to exempt the roofline of a structure or any portion of a structure would require CEQA review and a ballot measure put forth to the people of Pleasanton to change land use policy Measure PP. **21**
22. 4.1-14 Measure PP does not have any exemption for paving activities or road construction or retaining walls for roads on steep slopes in Measure PP in either its text, notice of intent or any other language put forth to describe Measure PP in the ballot arguments placed before the voters. Furthermore, "traffic" is mentioned in the Purpose of "The purpose of this initiative is to protect our city from uncontrolled growth and the impact that it has on ridgelines and hillsides, ~~traffic~~, schools, water supply, and our overall quality of life." Measure PP in the Notice of Intent indicates "Exempt 10 or less housing units and supporting infrastructure on "legal parcels" [as] of January 1, 2007 from hillside development restrictions. In addition, the only exemption is "Exempt from this policy are housing developments of 10 or fewer housing units on a single property that was, as of January 1, 2007, "legal parcel" pursuant to the California Subdivision Map law. If the city wishes to place an exemption for paving activities, road construction and retaining walls to modify land use policy Measure PP, the city must perform a full CEQA analysis and put forth the proposal to amend Measure PP to the voters for ratification on a November General Election." **22**
23. 4.1-14 Any CEQA document used to support the voter adoption of amendments to Measure PP for additional exemptions must address at a minimum wildlife habitat fragmentation due to roadways through hillside areas, visual and aesthetic impacts, growth-inducing impacts, traffic and traffic safety impacts, biological impacts, utilities and city service impacts, noise impacts, air pollution impacts, and water pollution impacts. **23**
24. 4.1-14 "Structure" was used in Measure F authored by city staff and placed on the ballot in November 1993, and was not defined in that city-authored ballot measure. This was presumably because it is clearly defined in the Pleasanton Municipal Code since the 1960s as "Structure" means anything constructed or erected which requires a location on the ground, including a building or a swimming pool, but not including a fence or a wall used as a fence if the height does not exceed 6 feet, or access drives or walks.' In addition, the Pleasanton Municipal Code also defines "Structures for Human Occupancy" as "Structure for human occupancy means a structure that is regularly, habitually, or primarily occupied by humans, excluding freeways, roadways, bridges, railways, airport runways, tunnels, swimming pools, decorative walls and fences and minor work of a similar nature, and alterations or repairs to an existing structure, provided that the aggregate value of such alteration or repair shall not exceed fifty percent of the value of the existing structure and shall not adversely affect the structural integrity of the existing structure. A mobilehome with a body width greater than eight feet is a structure for human occupancy." "Structure" without the human occupancy qualifier was used in Measure PP. It includes freeways, roadways, bridges, railways, airport runways, etc. which encompasses the "paving" activities also used in the Pleasanton Municipal Code definition for "development." "Development" means any manmade change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations ...". Furthermore the 1996 General Plan land use chapter definitions distinguishes between Rural and Urban Development. **24**

- O-3**
25. 4.1-15 The intent of the initiative is to direct development away from environmentally sensitive features (see Notice of Intent). Regarding “infrastructure” and the DEIR’s discussion on p. 4.1-15, Measure PP in the Notice of Intent states “Exempt 10 or less housing units and supporting ~~infrastructure~~ on “legal parcels” [as] of January 1, 2007 from hillside development restrictions.” If the developer wishes to have a project of more than 10 housing units, no structures or supporting infrastructure can be placed on slopes 25 percent or greater or impact slopes 25 percent or greater or have structures or housing units within 100 vertical feet of a ridgeline. 25
26. Options with Sunset Creek Lane. If the developer proposes to place roadways and retaining walls to build a public street off of Sunset Creek Lane, since it is on slopes 25% or greater and may be within 100 vertical feet of a ridgeline, the developer must reduce the size of the development to 10 or fewer housing units. If the developer wishes to ‘split’ traffic off of Lund Ranch Road and Sunset Creek Lane or some other combination of roadways which includes the construction of the Sunset Creek Lane extension traversing the 25% or greater slope, the size of the development must be reduced to 10 or fewer housing units in order to comply with Measure PP. Scenarios 3 through 8 do not comply with Measure PP and are environmentally destructive. 26
27. 4.1-15 Measure PP refers to all structures, including roads and roads are mentioned in the Ballot Arguments in three separate sentences. Note that the assertions regarding “roads” not being mentioned in the Ballot Arguments in favor in the DEIR are incorrect. Roads are mentioned three times because Measure PP includes roads. PLPP-2 – PLPP3 in the Appendix, arguments in favor, indicated “They approved massive grading of hillsides, a mile long ~~road~~ spanning the top of many of our Southeast Hills....” In addition PLPP-3 written by a city council member states “Stop the promised Happy Valley by-pass road.” The rebuttal then indicates “This council majority approved mega-mansion housing developments on ridgelines that move more than 70,000 truckloads of dirt to create ~~roads~~ and housing pads. 27
28. Please note that if the city wishes to put forth a CEQA document and Ballot Measure to obtain voter approval to exclude roadways from Measure PP, it must address in detail the “scar” factor discussed during the Pleasanton City Council meeting on November 27, 2012, where Brian Dolan, the City’s Director of Community Development (Planning) stated in the minutes: “The Council is also being asked to make a determination on whether streets and roads are considered ‘structures’ in this context. While not the most common use of the term, even sensitive construction of streets or roadways on a hillside require[s] improvements that ~~sear~~ the landscape in a way that is not dissimilar to residential development.” 28

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Response to Comment O-3 Ridge and Hillside Protection Association - 01: The comment addresses the compliance of the Draft EIR alternatives with the provisions of Measure PP. As discussed in Response to Comment O-3 Preserve Area Ridgeland Committee - 01 from the Preserve Area Ridgeland Committee (p. 9-21), the alternatives to the proposed project were selected on the basis of their potential to reduce or eliminate potentially significant impacts (Draft EIR, p. 5-2, first paragraph) as required under the CEQA Guidelines. The alternatives could feasibly be built in compliance with Measure PP, pending determination by the City Council as discussed in the “Issues to be Resolved” section (Draft EIR pp. 2 to 28). The Draft EIR includes the analysis of the impacts and mitigation measures of these alternatives to allow the City Council to adopt an alternative without supplemental CEQA review. CEQA Guidelines Section 15151, Standards for the Adequacy of an EIR, indicate that an evaluation of the environmental effects of a proposed project including alternatives need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. CEQA Guidelines Section 15126.6(d) specifies that the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

Response to Comment O-4 Ridge and Hillside Protection Association - 02: Please see Chapter 9.3, Draft EIR Text Changes. The proposed project would be confined to the lower elevations of the site north of the portion of the site designated for Public Health and Safety. Based upon a review of the General Plan’s Public Safety Element mapping, the portion of the project site designated for Public Health and Safety use is subject to earthquake induced landslides. The proposed project designates this area to remain as open space.

Response to Comment O-3 Ridge and Hillside Protection Association - 03: The project plans designate the majority of the proposed project homes (48) for the Low Density designated area adjoining the Lund Ranch access road; two (2) estate lots are proposed for the Rural Density designated area to the west. Additionally, the proposed project would be a Planned Unit Development, which would “insure that the goals and objectives of the city’s general plan are promoted without the discouragement of innovation by application of restrictive developmental standards”. [PMC 19.68.020 (C)] Please see Response 02 above for resolution of the Public Health and Safety land use designation issue.

Response to Comment O-3 Ridge and Hillside Protection Association - 04: The Draft EIR includes a comparison of project site slopes shown on Figure 4.1-3 with the potential alternative access routes shown on Figure 5.1. Figure 4.1-3 in the Draft EIR provides the mapping of slopes on the project site, as required by the City. The level of detail of the alternatives analysis is sufficient to qualitatively compare the impacts of the alternatives.

The alternatives could feasibly be built in compliance with Measure PP, pending determination by the City Council as discussed in the “Issues to be Resolved” section (Draft EIR pp. 2 to 28). The Draft EIR includes the analysis of the impacts and mitigation measures of these alternatives to allow the City Council to adopt an alternative without supplemental CEQA review. CEQA Guidelines Section 15151, Standards for the Adequacy of an EIR, indicate that an evaluation of the environmental effects of a proposed project including alternatives need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. The Middleton Place extension to the Lund Ranch II development was previously evaluated under PUD-90-18 (PUD Development Plan and Final EIR) and the Final Subdivision Map and Improvement Plans for Tract 6483, the Bonde development.

Response to Comment O-4 Ridge and Hillside Protection Association - 05: The evaluation of project alternatives is directed by CEQA Guidelines Section 15126.6(d). The Draft EIR complies with the provisions of this section through the discussion of alternatives’ impacts in Chapter 5.2 and Table 5-3.

The preparation of a legally adequate EIR does not require the analysis of alternatives to the same level of examination as the proposed project. As a result, the development plans for the alternatives do not require an extensive, detailed assessment of the proposed access alternatives to the project. It should be noted that the alternatives to the project include the development of the proposed residential uses as specified in the Project Description, Chapter 3 of the Draft EIR. The effects of the proposed residential development constitute a significant proportion of each Alternative Access Scenario addressed in the Draft EIR, and these effects have been evaluated in Chapter 4 of the Draft EIR.

Response to Comment O-3 Ridge and Hillside Protection Association - 06: The slopes for each of the lots in the vicinity of Middleton Place are shown in Figure 4.1-3. This figure shows that slopes of the lots near Middleton Place range between 0 and 25%.

Response to Comment O-3 Ridge and Hillside Protection Association - 07: Please see Response to Comment O-4 Ridge and Hillside Protection Association- 05 for an explanation of the level of detail required in the evaluation of alternatives to the project.

Response to Comment O-3 Ridge and Hillside Protection Association - 08: Figure 3-6 in the Draft EIR shows the location of the existing Lund Tank (0.75 MG of water) as identified in the City's 2010 Urban Water Management Plan, Figure 3-1 (p. 3-7).

Response to Comment O-3 Ridge and Hillside Protection Association - 09: The comment addresses the proposed project design and its compliance with Measure PP. Please see Master Response to Measure PP Issues. No CEQA-related issues are raised.

Response to Comment O-3 Ridge and Hillside Protection Association - 10: Please see Response to Comment 02 above.

Response to Comment O-3 Ridge and Hillside Protection Association - 11: The Draft EIR includes an evaluation of the proposed project relative to existing land use planning documents. The evaluation of a proposed project in relation to planning documents that were never completed or adopted would be speculative and unnecessary, providing no additional information concerning the potential environmental effects of the proposed project.

Response to Comment O-3 Ridge and Hillside Protection Association - 12: The comment notes information concerning the provisions of Measure PP vis-à-vis previous Specific Plans. Please see Master Response to Measure PP Issues. There are no CEQA-related issues raised by the comment.

Response to Comment O-3 Ridge and Hillside Protection Association - 13: Please see Response to Comment O-3 Preserve Area Ridgeland Committee - 04.

Response to Comment O-3 Ridge and Hillside Protection Association - 14: The comment requests the addition of a historical account of the City's land use planning process. No CEQA-related issues are included in this comment.

Response to Comment O-3 Ridge and Hillside Protection Association - 15: Please see Response to Comment O-4 Ridge and Hillside Protection Association- 02 above.

Response to Comment O-3 Ridge and Hillside Protection Association - 16: Please see Response to Comment O-4 Ridge and Hillside Protection Association- 05 for an explanation of the level of detail required in the evaluation of alternatives to the project.

Response to Comment O-3 Ridge and Hillside Protection Association - 17: The comment provides a discussion of the requirements of Measure PP and does not include CEQA-related issues.

Response to Comment O-3 Ridge and Hillside Protection Association - 18: The comment provides a discussion of the requirements of Measure PP and does not include CEQA-related issues.

Response to Comment O-3 Ridge and Hillside Protection Association - 19: The Draft EIR discussion of Measure PP (pp. 4.1-9 to 4.1-16) provides an extensive discussion regarding the interpretation of Measure PP and its implementation in the land use planning process. The discussion acknowledges that there is a precedent for the exclusion of man-made slopes over 25% from the slope limitations specified by Measure PP. As indicated in the Response to Comment O-1 Cox, Castle, & Nicholson LLP - 04, the inclusion/exclusion of artificial slopes over a 25% grade is subject to the interpretation of the City Council.

Response to Comment O-3 Ridge and Hillside Protection Association - 20: Figure 4.1-3 in the Draft EIR provides a slope map for the Lund Ranch property. The comment questions the slope of proposed lots in the vicinity of Middleton Place. As can be seen in the figure, slopes between 20% and 25% are shown in dark green, while slopes 25% and greater are shown in light beige. From the figure, it is clear that the lots in this area are proposed for slopes under 25%. A small portion of Lot 5 includes slopes 25% or over; this area would be excluded from grading or building of residential structures as required by Measure PP.

Response to Comment O-3 Ridge and Hillside Protection Association - 21: The comment provides a discussion of the requirements of Measure PP. Section 9.2.2, Master Response for Measure PP Issues, discusses the issue of the project's conformity with Measure PP. As discussed in the Draft EIR (pp. 4.1-9 to 4.1-16), the application of Measure PP requires interpretation by the City of Pleasanton, since the measure lacks definitions of key terms, including measuring the 100-foot ridgeline setback to the building pad or the building's ridgeline, and is subject to a variety of possible interpretations. The proposed project and project alternatives were designed to comply with Measure PP. The ultimate discretion to interpret the language of Measure PP and the project's compliance with the language of Measure PP lies with the City Council.

Response to Comment O-3 Ridge and Hillside Protection Association - 22: Please see Section 9.2.2, Master Response: Measure PP Issues and the Response to Comment O-3 Ridge and Hillside Protection Association - 21 (above). As discussed in the Draft EIR (pp. 4.1-9 through 4.1-16), the application of Measure PP requires interpretation by the City Council.

Response to Comment O-3 Ridge and Hillside Protection Association - 23: The comment provides a discussion of the requirements of Measure PP. The proposed project does not entail amendments to Measure PP nor does it request any form of exemption from the provisions of Measure PP.

Response to Comment O-3 Ridge and Hillside Protection Association - 24: The comment provides a discussion of the requirements of Measure PP. These definitions do not necessarily apply to Measure PP, but can be considered by the City Council as background information in its interpretation of the language of Measure PP and the project's conformance with the measure.

Response to Comment O-3 Ridge and Hillside Protection Association - 25: Pages 4.1-14 and 4.1-15 of the Draft EIR provide a balanced discussion of the terms “structure” and “infrastructure” as used in the General Plan and Measure PP. The interpretation of these terms and the implementation of Measure PP provisions will be subject to the City Council. As discussed above, the proposed project has been designed in consultation with City staff to conform to the intent and provisions of Measure PP.

Response to Comment O-3 Ridge and Hillside Protection Association - 26: The proposed project specifies Lund Ranch Road as the only vehicle access to the residential development. The comment provides a discussion of the requirements of Measure PP and indicates that Alternative Access Scenarios 3 through 8 are “environmentally destructive.” Pages 5-9 through 5-34 of the Draft EIR discuss and evaluate the potentially significant effects of these alternatives.

Response to Comment O-3 Ridge and Hillside Protection Association - 27: The comment provides a discussion of the requirements of Measure PP and does not include CEQA-related issues.

Response to Comment O-3 Ridge and Hillside Protection Association - 28: The comment provides a discussion of the requirements of Measure PP relative to its application to roads and does not include CEQA-related issues.

O-4

Ventana Hills Steering Committee
c/o Lofland residence
1039 Nelson Court
Pleasanton, CA 94566



August 15, 2014

Mr. Brian Dolan
 Director of Community Development
 City of Pleasanton
 P.O. Box 520
 Pleasanton, CA 94566

Subject: Comments from Ventana Hills Steering Committee
 Re: Draft Environmental Impact Report - Lund Ranch II, PUD-25
 State Clearinghouse No. 2003092021
 Released July 2014

In reviewing the draft Environmental Impact Report for Lund Ranch II, PUD-25, there is inadequate information presented for the adopted City circulation plan, which is for Lund Ranch II traffic access to come by way of the North Sycamore area. That City policy has been reaffirmed repeatedly over the last 22 years, in the North Sycamore Specific Plan, in the Shapell Agreement (PUD-90-18 – Bonde Ranch), and most recently in the Pleasanton General Plan adopted on July 21, 2009, which relied on a traffic study using North Sycamore as the outlet for Lund Ranch II traffic.

A list of prior City planning actions over 22 years confirming the North Sycamore access route, and our letter dated October 27, 2011 summarizing the history are attached to this EIR comment letter (Attachments 1 and 2). All information in these two attachments should be made a part of the Environmental Impact Report for Lund Ranch II – PUD-25.

The Draft EIR for the Lund Ranch II project provides a useful starting point with its development of eight traffic scenarios. But, the Draft EIR alternatives analysis stops short of legal adequacy, as follows:

1. The Draft EIR does not adequately analyze Scenario 6 - the Sunset Creek Lane connection to the North Sycamore area.

With their proposed site plan using Lund Ranch Road rather than Sunset Creek Lane for access, Greenbriar Homes is asking the City Council to violate its agreement with the Ventana Hills neighborhood, and other neighborhood groups. This Draft EIR does not give the City Council an approvable, environmentally reviewed alternative consistent with the City's adopted circulation plan through the North Sycamore area.

Abandonment of the City's adopted circulation plan requires multiple plan and PUD amendments together with findings justifying the change of plans.

Several previous site plans presented by Greenbriar honored the City adopted circulation plan connecting through North Sycamore, essentially following Scenario 6, the Sunset Creek Lane connection. We get a glimpse of what the Sunset Creek Lane connection would look like in the

01

*See Appendix H for attachments to this letter.

O-4

Comments to Lund Ranch II Draft EIR
From Ventana Hills Steering Committee
Page 2

reduced scale map at Figure 5.3 of the DEIR (Attachment 3). According to that site plan, there is only a 10 foot elevation change from Sunset Creek Lane to the Greenbriar project. That road connection follows the hillside contour for most of its length, with a gentle slope overall – a very functional road design (Attachment 4 photo). The Sunset Creek Lane connection, as shown in Scenario 6, is the least impactful alternative consistent with the City's circulation plan of having Lund Ranch II take its traffic access through the North Sycamore area.

But this Draft EIR fails to develop the project details, supporting information, and mitigation measures the City Council would need to evaluate the Sunset Creek Lane scenario. For this EIR to be legally adequate, and fair to City Council and the Pleasanton community, Scenario 6 (Sunset Creek Lane connection) needs to be fully developed and analyzed, as follows:

- Is there a rural road design that would help make the Sunset Creek Lane connection aesthetic and functional? (Need cross-sections of the road.)
- What would the finished rural road look like? (Need visual simulations).
- Are there retaining walls, and how would they be arranged?
- Are there options for width and route that should be considered?
- What kind of landscaping is appropriate for this rural road segment?
- What would the bridge crossing the drainage channel consist of? (Options, aesthetics).
- Should/does the road provide for pedestrians?
- What are the significant environmental effects, if any, of the Sunset Creek Lane connection that requires mitigation?
- What would the mitigation plan be for this route, if selected by City Council?
- What would the impacts be of having Lund Ranch II traffic use the Sunset Creek Lane connection with, and without, the Middleton Place connection?

Before the City Council breaks a longstanding commitment, and takes actions inconsistent with its adopted circulation plans and Specific Plans, Greenbriar needs to demonstrate infeasibility, changed circumstances, and/or tangible benefits to the City. That decision would need to be supported by legally adequate findings. The credibility of any City Council in reaching agreement with any neighborhood on any future issue in this City would be permanently compromised. This Draft EIR is legally inadequate until the missing information above has been provided through an EIR Addendum, or through an extensive Response to Comments.

2. Environmentally Superior Alternative.

Improperly, Table 5.3 selects the Greenbriar proposal (Lund Ranch Road access) as the environmentally superior alternative because it does not involve a creek crossing. A properly designed bridge crossing a creek at a perpendicular angle has virtually no impact on wetland resources, with bridge abutments typically located outside of any wetlands and the creek channel. For comparison, the Greenbriar project backs a retaining wall up to the drainage channel along its entire linear length, which the EIR says results in a loss of only 0.022 acres (958 sq. ft.) of wetland habitat. The environmental impact of one added bridge footing on the southwestern side might increase the wetland disturbance by a few square feet, or more probably, not at all.

O-4

Comments to Lund Ranch II Draft EIR
From Ventana Hills Steering Committee
Page 3

Greenbriar cannot be allowed to say the word "wetlands" and throw out 20+ years of City plans. Whatever the wetland impact of the Sunset Creek Lane connection, the EIR needs to provide us that information. A small amount of wetland impact, mitigated to a level of insignificance, would never equal the significant environmental impact of ignoring the adopted circulation plan of the City. Scenario 6 is the least impactful alternative consistent with the City's circulation plan of having Lund Ranch II take its traffic access through the North Sycamore area. With accurate information, the environmentally superior alternative will be Scenario 6 (Sunset Creek Lane connection).

02

3. Significant noise impact.

The noise evaluation of Scenario 6 (Sunset Creek Lane connection) describes the noise impact of Scenario 6 as significant. Yet, this same DEIR does not describe virtually the same number of cars going down Lund Ranch Road under the Greenbriar proposal as significant. When one refers to Table 5.2 showing the noise level under the alternate scenarios there is barely any difference between the resulting noise levels, as follows:

Sunset Creek Lane connection (Scenario 6):	53.0 db A
Lund Ranch Road (to Independence and Junipero)	52.8 db A
Difference:	0.2 db A

03

It should be noted that the General Plan Noise Element suggests that a much higher front yard noise level of 65 db A is the point at which mitigation is required. Neither route comes near creating an environmentally significant noise level requiring mitigation under the General Plan.

The Sunset Creek Lane connection homeowners (Bridal Creek and Sycamore Heights) were given full disclosure with their purchase documents, with signs at the end of Sunset Creek Lane/Sycamore Creek Way, and with recorded documents, that Lund Ranch II traffic would exit on their street. The Lund Ranch Road, Junipero Street, and Independence Drive homeowners, in contrast, relied upon the City Council promise that Lund Ranch II traffic would not use their streets. Which group should justly bear the (environmentally insignificant) increase in noise levels?

Bridal Creek was designed and built with fewer homes along Sycamore Creek Way, (the East/West Collector) deeper front yard setbacks and bike lanes to position them further back from any traffic related noise. This is not the case with the homes on Lund Ranch Road, Independence Drive and Junipero Street.

4. Effect of Measure PP.

The revised Draft EIR contains an expanded discussion of Measure PP and the issue of whether a road is a structure, which was a substantial improvement to the document. That revised Draft EIR discussion strongly supports the conclusion that Measure PP does not prohibit roads crossing lands with 25% slope. That means Measure PP does not prohibit the Sunset Creek Lane connection – which crosses some 25% slope land.

04

We hereby add two pieces of evidence which buttress the Draft EIR's conclusion that a road is not a structure under Measure PP:

O-4

Comments to Lund Ranch II Draft EIR
From Ventana Hills Steering Committee
Page 4

a. At pp. 4.1-15 the Draft EIR notes a counterargument could be made based on "the ballot argument against Measure PP asserting it would block the Happy Valley by-pass road." Please note that the Measure PP proponents categorically denied that allegation in their rebuttal argument – putting the Measure PP proponents on record with the voters claiming that a road is not a structure under Measure PP.

b. If there were any doubt about the intent of the proponents of Measure PP, the proponents clarified their intent at City Council prior to voter adoption:

"Karla Brown spoke on behalf of all three authors of the Initiative. . . .

Councilmember Sullivan confirmed with Ms. Brown that the intent of the Initiative is to control construction of residential and commercial structures and not roads that may be on 25% slope and leads to the conclusion that the intent of the Initiative is not to preclude construction of the Happy Valley Bypass Road."

P. 10 of City Council Minutes, June 26, 2008

Conclusion

We ask that the Final EIR provide enough additional information that City Council has the realistic option of choosing to follow the City's adopted circulation plan under Scenario 6.

We appreciate your consideration of our comments.

Sincerely,

The Ventana Hills Steering Committee
Andy Allbritten
George Dort
Amy Lofland
Carol Spain
Wayne Strickler

Mission Park Representatives
Justin Brown
Jay Hertogs

Enclosures:

Attachment 1: Compilation of City actions supporting North Sycamore Access Route
Attachment 2: Ventana Hills Steering Committee letter dated October 27, 2011
Attachment 3: Site plan for Sunset Creek Lane connection (Figure 5.3 DEIR)
Attachment 4: Aerial of Lund Ranch II area with Scenario 6 route shown.

Cc: Pleasanton City Council
Pleasanton Planning Commission
Nelson Fialho, City Manager
Marion Pavan, Associate Planner
Brian Swift

Response to Comment O-4 Ventana Hills Steering Committee - 01: As discussed in Response to Comment O-3 Ridge and Hillside Protection Association - 05, the evaluation of project alternatives is directed by CEQA Guidelines Section 15126.6(d):

“The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

The Draft EIR complies with the provisions of this section through the discussion of alternatives’ impacts in Chapter 5.2 and the inclusion of a matrix Table 5-3 in the Draft EIR. The preparation of a legally adequate EIR does not require the analysis of alternatives at the same level of detail as the proposed project. Consequently, the development plans for the Alternative Access Scenarios do not require an extensive, detailed assessment similar to that of the project in order to be legally adequate. The analysis of the Alternative Access Scenarios identifies the potentially significant environmental effects of each alternative at a lesser level of detail than the proposed project and compares them to those of the proposed project.

It should be noted that the alternatives to the project include the development of the proposed residential uses as specified in the Project Description, Chapter 3 of the Draft EIR. The effects of the proposed residential development constitute a significant proportion of each Alternative Access Scenario addressed in the Draft EIR, and these effects have been evaluated in Chapter 4 of the Draft EIR.

A determination as to whether or not to honor the Ventana Hills agreement, and how Measure PP applies to the proposed project is the responsibility of City Council. The Commenter is referred to Section 9.2.2, Master Response: History of Adjacent Land Use Approvals and Related Ventana Hills Agreement.

Response to Comment O-4 Ventana Hills Steering Committee - 02: The Environmentally Superior Alternative was correctly identified through the use of the matrix Table 5-3 (pp. 5-37 to 5-63) in the Draft EIR. This assessment was based on the potentially significant environmental effects that would result not only from the placement of a bridge across the site’s creek, which could adversely affect wetlands, but also on the need for tree removal and for extensive grading to accommodate the new roadway across the site’s hillsides. While appropriate mitigation measures are available and would be required to reduce such potential impacts, these impacts are associated with Alternative Access Scenarios 3 through 8 and would not occur as part of the proposed project. The level of mitigation required for the proposed project is less than that associated with these alternatives.

Response to Comment O-4 Ventana Hills Steering Committee - 03: The Commenter is incorrect because the DEIR (p. 4.7-16, last paragraph) identifies the project’s traffic noise increases on Lund Ranch Road and Independence Drive (north of Hopkins Way) to be a significant noise impact because they exceed the threshold noise increase of 4 dBA that is specified in General Plan Policy 1, Program 1.3. The DEIR requires implementation of Mitigation Measure 4.7-4 to reduce this impact to a less-than-significant level. The DEIR similarly identifies the noise increase on Lund Ranch Road to be significant and a similar mitigation is required to ensure that traffic noise increases do not exceed the General Plan’s threshold limit of 4 dBA. For both the proposed project and Scenario 6, the impact significance determination and mitigation are based on limiting the incremental noise increase to 4 dBA or less, not

maintaining the Commenter's suggested 65-dBA front yard noise limit. The DEIR (p. 4.7-16) states, "future traffic noise levels along neighborhood streets (with the proposed project) would be less than significant since they would not exceed 65 dBA (Ldn) in the front yards of residences located adjacent to all affected neighborhood streets."

Response to Comment O-4 Ventana Hills Steering Committee - 04: The comment provides a discussion of the history of Measure PP. No further response is required.

Response to Comment O-4 Ventana Hills Steering Committee - 05: Please see Response to **Comment O-4 Ventana Hills Steering Committee - 01** above. For purposes of reference, Figure 3-7, Buildout Roadway Improvements, of the Pleasanton General Plan 2005 – 2025 Circulation Element (p. 3-23) is included in Appendix I of the Final EIR.

INDIVIDUALS THAT SUBMITTED COMMENTS ON THE DRAFT EIR

I-1

From: Arvind Ahuja <arvind.ahuja@gmail.com>
Subject: Support for EIR - Lund Ranch II written by Ventana Hills Steering Committee
Date: August 28, 2014 at 11:29:57 PM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>

Marion:

I am in full support of the EIR for Lund Ranch II submitted by the Ventana Hills Steering committee dated 8/15/14.

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Please note that I am resident of the community and details are listed below.

Arvind Ahuja
 937 Sherman Way
 Pleasanton, CA 94566

Thanks

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Arvind Ahuja

Response to Comment I-1 Ahuja - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-2

From: nancy allen [mailto:ncallen@comcast.net]
Sent: Tuesday, August 19, 2014 3:14 PM
To: Marion Pavan
Cc: Adam Weinstein
Subject: Lund EIR - request for further info

Hi Marion,

Hoping you can help with 2 items

1) The 2nd to the last paragraph of Page 5-6 of the Lund Ranch EIR, says 'this alternative examines potential access configurations that **may be required as a result of past agreements** between residents and developers of neighborhoods adjoining the Lund property.'

What were the agreements? How can we get further information on whether these are required or not. What are implications?

2) Separately, I had heard that there were also agreements made between the city with a woman representing neighborhoods nearer to Independence or Junipero. I understood these agreements were related to minimizing use of Independence and Junipero as primary access route (and assumed traffic would use connection toward Sycamore).

Anyway, did not see any detail on either of these agreements and what they all meant and hoping to get some more. I would think other commissioners would need this information too and would appreciate if you could pass to them as well.

Thank you.

Nancy Allen
www.montereybayseaglass.com

Click [here](#) to report this email as spam.

01

Response to Comment I-2 Allen - 01: The comment requests information concerning agreements that were made between the developers of neighborhood adjoining the Lund Ranch property, residents of these neighborhoods, and the City. Please see the Master Response for History of Adjacent Land Use Approvals and Related Ventana Hills Agreement.

I-3

From: malstott@comcast.net [<mailto:malstott@comcast.net>]
Sent: Saturday, August 16, 2014 5:51 PM
To: Marion Pavan
Subject: Letter from Ventana Hills Steering Committee

I am in favor and support the letter composed and sent by the Ventana Hills Steering Committee dated 8/15. Please add my name to the letter. Thanks.

01

Marcy Alstott malstott@comcast.net
925-437-4125 (cell)
<http://www.linkedin.com/in/marcyalstott>

Response to Comment I-3 Alstott - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-4

From: Anupama Anantharaman [mailto:anupama715@gmail.com]
Sent: Wednesday, August 27, 2014 12:46 PM
To: Marion Pavan
Subject: reference Item# PUD-25

Dear Marion,

Srinath and I have been homeowners in Bridle Creek in Pleasanton since 2002. We are writing to request you to go with Option #1 re. the proposed plan for development.

We take pride in our neighborhood and Pleasanton for the extraordinary quality of life it offers. This is possible because due attention has been given to building communities that promote preservation of nature and environment. We strongly believe that Option#1 will go a long way in minimizing environmental impact.

Also, Bridle Creek is a family oriented community, bustling with kids of all ages. Choosing Option #1 would allow the neighborhood's children to play outside and socialize (rare thing these days) without having to worry about traffic, which is likely to increase tremendously if our pleas are ignored.

I trust you will take our pleas under serious advisement. Thank you for your time and consideration.

Sincerely,
Anupama & Srinath Anantharaman
Bridle Creek residents
925.519.0609

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Response to Comment I-4 Anantharaman - 01: The comment states support for the proposed project on the basis of the environmental review provided by the Draft EIR.

I-5

From: Bolf <rmbolf@aol.com>
Subject: Support of Ventana Hills Steering Committee Date 8/15/14
Date: August 28, 2014 at 9:53:05 PM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>

We support the letter written by the Ventana Hills Steering committee dated 8/15/14.

I01

Mary and Richard Bolf
5054 Independence Drive
Pleasanton, CA 94566

925-216-5906

Response to Comment I-5 Bolf - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-6

From: Bill and Julie Casby [mailto:casby@sbcglobal.net]
Sent: Wednesday, August 27, 2014 5:41 PM
To: Marion Pavan
Subject: Item# PUD-25 (Greenbriar Development Plan)

Dear Marion,

Unfortunately I am not able to make the planning commission meeting this evening where the above subject will be discussed, so I wanted to write to you in advance and express my support for Option #1 of the proposed plan to develop in the hills above the Bridle Creek/Sycamore Heights developments.

I am a 20 year resident of Pleasanton and have been a homeowner in Bridle Creek since 2002. One of the things that attracted our family to Pleasanton and a reason we still thoroughly enjoy this community, is the approach that the city planning commission has taken when new development is considered, which is exemplified by the city's slogan: "The City of Planned Progress".

The community has made it's feelings known on development issues in the past, such as the passing of Measure PP. One of the project objectives of the Greenbriar development plan is to implement a project design that complies with all the provisions of Measure PP, and Option #1 and Option #2 (access via Independence Road/Lund Ranch Road and Middleton Place) are the only access routes that do not violate Measure PP.

01

Additionally, as reported, Option #1 will produce less traffic noise to neighborhoods adjoining the project site as compared to the other alternatives, and the long-term traffic increases on the local neighborhood streets of Option #1 were found to be "less than significant"

02

Option #1 was also found to be more environmentally friendly as it has less geological and soils impacts since it eliminates grading for roadway construction on hillside slopes exceeding 25%, and is the superior plan in the area of water quality and biological resources (since it does not cross the creek).

03

I strongly urge you to do what is right for our city and consistent with what the community wanted when voting in favor of Measure PP, and adhere to Option #1. Help Pleasanton continue to be "The City of Planned Progress"!

Sincerely,

William P. Casby

Response to Comments I-6 Casby - 01 to 03: The comments express a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-7

From: Susan <jschavez@comcast.net>
Subject: Draft EIR for the Lund Ranch II development
Date: August 27, 2014 at 1:29:24 PM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>

Dear Marion,

I am writing to you in support of Option #1 of the proposed plan to develop in the hills above our neighborhood. As a 10-year resident and homeowner in Bridle Creek, I believe that this option will be the best for our city and will have the least impact to our local environment. I also believe that it will serve us best to minimize any traffic problems.

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I am sorry I was unable to attend last evening as I had some dental surgery yesterday and my husband is traveling. Please do not hesitate to contact me if you have any questions.

Thank you for your time.

Sincerely,
Susan Chavez
5773 Hidden Creek Court, Pleasanton
(925) 426-8172

Response to Comment I-7 Chavez - 01: The comment express a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-8

From: Tim Chu [mailto:timothy_chu@hotmail.com]
Sent: Wednesday, August 27, 2014 12:22 PM
To: Marion Pavan
Subject: Greenbriar Development Plan - road access

Dear City Planner Pavan,

I intend to attend the Planning Commission meeting this evening, but in case I am unable to make it back in time, I wanted to share my thoughts with you via email.

I live in Sycamore Heights with my wife and 3 children, and our community is against any additional traffic coming down our streets. The Greenbriar development plan, which has traffic access to and from the Lund Ranch II site only via Independence Road/Lund Ranch Road is clearly the environmentally superior alternative with the least amount of environmental impact. One of the project objectives of the Greenbriar development plan is to implement a project design that complies with all the provisions of Measure PP, preserving the hillsides and ridgelines of the community

Access via Independence Road/Lund Ranch Road and Middleton Place are the only access routes that do not violate Measure PP, the hillside initiative passed by the voters of Pleasanton . It has less geological and soils impacts since it eliminates grading for roadway construction on hillside slopes exceeding 25%.

Additionally the long-term traffic increases on the local neighborhood streets of Independence/Lund Ranch & Middleton were found to be "less than significant". This option also does not cross the creek, and is the superior plan in the area of biological resources and water quality.

It is our belief that the City must follow the voice of the people and the provisions set forth in Measure PP. Please do not approve a plan that violates PP!

Thank you for your attention to this matter,

Timothy Chu

01

Response to Comment I-8 Chu - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-9

From: Christopher Coleman <ccoleman3@sbcglobal.net>
 Subject: **Lund Ranch II**
 Date: September 1, 2014 at 9:21:59 PM PDT
 To: Marion Pavan <MPavan@cityofpleasantonca.gov>
 Reply-To: Christopher Coleman <ccoleman3@sbcglobal.net>

Dear Mr. Pavan,

I am writing to express my support for the letter sent by the Ventana Hills Steering Committee regarding the draft Environmental Impact Report for the Lund Ranch II proposed development (PUD-25). I am a 15 year resident of Ventana Hills.

In addition to the comments in that letter, I want to add my concern that the traffic impact studies in the EIR appear to focus only on the impact of the major streets such as Sunol Blvd. and Bernal Avenue. The report does not focus on the impact on streets within our neighborhood, especially those closest to the proposed development where traffic volume will be 3-4 times greater than it is today. Our concern with this increased traffic is safety on our streets. As you know, the width of the streets were not designed to accommodate this level of traffic volume. We are also concerned about the impact on our community park in having the increased residents from the proposed Lund II development. The park, Mission Hills, is already over-used, including by those living in the Sycamore Heights development.

Thank you.

--Chris and Linda Coleman

1024 Rutledge Place

Pleasanton, CA 94566

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Response to Comment I-9 Coleman - 01: The comment does not specify particular roadways of concern. Lund Ranch Road (located in close proximity to the commenters' stated address), Independence Drive, and Junipero Street are 40 feet in width, measured from the face-of-curb to the face-of-curb and have on-street parking. With vehicles parked on both sides of these streets, there is a 24-foot wide clearway providing two, 12-foot wide travel lanes in each direction allowing for unobstructed vehicle movements in each direction. Depending on the City's selection of an Alternative Access Scenario (Figure 5.1 of the Draft EIR), traffic on local streets would increase by approximately 210 to 900 vehicles per day. From a roadway design perspective, sufficient roadway width is provided to accommodate two-way travel plus on-street parking on both sides of the street under all access alternatives. Furthermore, the streets would continue to meet the City's Average Daily Traffic standards for two-lane local streets (500 to 3,000 trips) and two-lane residential collector streets (3,000 to 6,000 trips) identified in the Pleasanton General Plan (Table 3-2, Desirable Traffic Volumes Per Roadway Type). Note that an increase in volume in and of itself does not result in an impact; Level-of-Service (LOS) thresholds must also be triggered. The Draft EIR analyzed only intersections and roadways that could potentially be subject to project impacts, on the basis of existing LOS, capacity, or project-related trips. Thus many minor roadways and intersections, including those referenced in the comment, do not require detailed traffic analysis.

I-10

-----Original Message-----

From: Bruce [\[mailto:y-b-s.b@att.net\]](mailto:y-b-s.b@att.net)

Sent: Sunday, August 17, 2014 9:49 PM

To: Marion Pavan

Subject: Comments on PUD-25 Revised Draft EIR (Greenbriar Homes Communities)

Ms Pavan,

I have browsed through the draft EIR and have one major comment.
The impact assessment on traffic is inadequate.

Having a single egress which connects to Independence St will by its very nature cause problems on Junipero St.

Virtually all traffic which desires to travel south on I-680 will most likely choose Junipero St not Bernal Ave.

We have already seen this affect from the earlier housing in that area.

Juniper St gets to be quite dangerous as it curves around Mission Hills Park and drivers do not pay enough attention as they traverse the park.
And to make matters worse traffic at the 3-way stop with San Antonio St quite often does not stop properly, sometimes not even slowing down much.

The original South Sycamore plan assumed that much of this traffic would be funneled through Sycamore Creek Way, as posted signs explain.
However, I understand that high paid lawyers have petty much nixed this idea.

I think the draft EIR needs to address the traffic issue better. Saying that it is a minor impact is not true.

Sincerely,

Bruce Crawford
5788 San Antonio St
Pleasanton, CA

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Response to Comment I-10 Crawford - 01: The potential traffic impact to Independence Drive was evaluated in the Draft EIR under Access Scenario 1 (Proposed Project). The Project is expected to increase traffic volumes on Independence Drive, with existing Average Daily Traffic volumes of approximately 1,500 vehicle trips per day (Mission Drive and San Antonio Street), 2,240 vehicle trips per day (Mission Drive and Sonoma Drive), and 2,880 vehicle trips per day (Sonoma Drive and Sunol Boulevard).

The northbound and southbound ramp terminal intersections of Interstate 680 at Sunol Boulevard are projected to operate at a deficient level in the near-term condition with the addition of traffic from other pending and approved projects in Pleasanton, regardless of the proposed Project. The project would contribute its fair share towards planned improvements at this interchange and other locations throughout the City of Pleasanton through the payment of local and regional traffic impact fees.

Based on other transportation impact studies that have evaluated the Bernal Avenue interchange, the ramp terminal intersections currently operate at acceptable levels of service during the weekday morning and evening peak hours and are projected to continue operating acceptably in the near-term condition, considering traffic that could be generated by the Project. In the cumulative condition with planned improvements at the interchange, operations would remain acceptable.

While there may be some slight routing differences to the regional roadway network depending on the selected access route, these minor differences would not affect the overall conclusions presented in the Draft EIR and would not result in new impacts or new mitigation measures.

The project would not alter Independence Drive or Junipero Street along Mission Hills Park and, depending on the access scenario, could increase daily traffic volumes along the Mission Hills Park frontage by approximately 260 vehicle trips per day, from an existing daily volume of approximately 1,500 vehicle trips per day to 1,760 vehicle trips per day. This increase in traffic is not considered significant under CEQA because the total traffic on these two-lane local streets would conform to General Plan standards (500 to 3,000 trips). All City streets leading to and fronting the park have sidewalks separated from the traffic lanes by landscape areas and parking. Crosswalks to the park are provided on the south and west “legs” of the three-way intersection of Independence Drive with Junipero Street. Although traffic increases to the local streets could be noticeable to local residents, they would be considered less than significant under CEQA.

The original North Sycamore Specific Plan assumed that the traffic from the development of the Lund Ranch II property and from Middleton Place of the constructed Bonde development would be directed through Sycamore Creek Way. This access alternative was assessed in Scenario 6 (Bonde Agreement) and Scenario 8 (Middleton Place, Sunset Creek Lane, and Sycamore Creek Lane) of the Draft EIR.

As noted in the transportation assessment used for the Draft EIR, the amount of traffic that is reasonable for a residential street is highly subjective and can vary significantly from person to person. Total vehicle trips (existing plus proposed project) for the eight access scenarios evaluated in the Draft EIR are within the standards of the Pleasanton General Plan (Table 3-2: Desirable Traffic Volumes per Roadway Type, p. 3-4), for two-lane local streets (500 to 3,000 vehicle trips per day) and for two-lane residential collectors (3,000 to 6,000 vehicle trips per day).

The Draft EIR notes that the increases in daily traffic volumes on local streets that provide access to the Lund Ranch II property could result in noticeable increases in traffic noise to existing residents under each access scenario (but only increases in noise levels along Lund Ranch Road would be considered significant). Participation in the City’s traffic calming programs on local streets would help to reduce traffic noise on the roadways that provide access to the Lund Ranch II development but, with the exception of a segment of Lund Ranch Road, no mitigation would be required.

I-11

From: Don Dalton [mailto:dondalton@comcast.net]
Sent: Wednesday, August 27, 2014 11:18 AM
To: Marion Pavan
Cc: Randi Dalton
Subject: Lund Ranch Greenbriar Proposal

Dear Marion,

We will not be able to attend the meeting tonight 8-27-2014, so please accept these statements from a 10 year resident of Pleasanton and homeowner in Bridle Creek since 2004, I am writing to you in support of Option #1 of the proposed development plan.

This option is the best in terms of minimizing impact to the environment, as described in the staff report; it minimizes grading and does the best job of preserving hillside views.

From a traffic perspective, staff has also determined that Option #1 will be have the least impact relative to other alternatives.

Also we'd like to go on record to state the following:

1. Option #1, the Greenbriar development plan, which has traffic access to and from the Lund Ranch II site only via Independence Road/Lund Ranch Road, is clearly the Environmentally Superior Alternative with the least amount of environmental impacts.
2. One of the project objectives of the Greenbriar development plan is to implement a project design that complies with all the provisions of Measure PP, preserving the hillsides and ridgelines of the community.
3. Option #1 and Option #2 (access via Independence Road/Lund Ranch Road and Middleton Place) are the only access routes that do not violate Measure PP, the hillside initiative passed by the voters of Pleasanton .
4. The long-term traffic increases on the local neighborhood streets of Option #1 were found to be "less than significant".
5. Option #1, which does not cross the creek, is the superior plan in the area of biological resources.
6. Option #1 is the superior plan in the area of water quality.
7. Option #1 produces less traffic noise to neighborhoods adjoining the project site as compared to the other alternatives
8. Option #1 has less geological and soils impacts since it eliminates grading for roadway construction on hillside slopes exceeding 25%.

Thank you,

Donald & Randi Dalton
 866 Sunset Creek Lane
 Pleasanton, CA 94566
 (510) 918-6697

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Response to Comment I-11 Dalton - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-12

From: Tom DeMott [<mailto:tdemott@encoreassociates.com>]
Sent: Sunday, August 17, 2014 6:43 PM
To: Marion Pavan
Cc: Laura DeMott
Subject: Lund Ranch II

We want to voice our support for the letter written by the Ventana Hills Steering Committee, dated 8/15/14, regarding the draft EIR for Lund Ranch.

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Thank you, Tom & Laura DeMott

1051 Hancock Court
Pleasanton, Ca
Home-925-484-3305
Cell- 925-487-2267

Response to Comment I-12 DeMott - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-13

From: Peter Deutschman [mailto:Peter.Deutschman@imgtec.com]
Sent: Monday, September 08, 2014 12:48 PM
To: Marion Pavan
Subject: Greenbriar Development - Deutschmans

Hi Marion,

I am an original homeowner of the Greenbriar development called "Bridle Creek." When we moved into our neighborhood, we were informed that there could be a development above ours (now called Pleasanton Heights), with another 100 homes. What the city and Greenbrier did not disclose is that there would be further developments contemplated, not in our neighborhood that would feed even more traffic into our development. This is what is now being considered for the Lund Ranch development, with a one way diversion road over to Bridle Creek, away from the direct route to Independence and Bernal. This is ridiculous beyond belief. The residents of this neighborhood connected to Lind Ranch are trying to defy logic, reason, and what is in the best interests of the community with traffic flow for this new development. Please find below ALL the reasons that traffic to Lund Ranch should progress through the neighborhood it is connected to:

1. Option #1, the Greenbriar development plan, which has traffic access to and from the Lund Ranch II site only via Independence Road/Lund Ranch Road, is clearly the Environmentally Superior Alternative with the least amount of environmental impacts.
2. One of the project objectives of the Greenbriar development plan is to implement a project design that complies with all the provisions of Measure PP, preserving the hillsides and ridgelines of the community.
3. Option #1 and Option #2 (access via Independence Road/Lund Ranch Road and Middleton Place) are the only access routes that do not violate Measure PP, the hillside initiative passed by the voters of Pleasanton .
4. The long-term traffic increases on the local neighborhood streets of Option #1 were found to be "less than significant".
5. Option #1, which does not cross the creek, is the superior plan in the area of biological resources.
6. Option #1 is the superior plan in the area of water quality.

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7. Option #1 produces less traffic noise to neighborhoods adjoining the project site as compared to the other alternatives
8. Option #1 has less geological and soils impacts since it eliminates grading for roadway construction on hillside slopes exceeding 25%.

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Please understand that the Deutschman household is strongly against diverting traffic over to the Bridle Creek neighborhood.

Regards,
Peter Deutschman
5661 Selena Court
Pleasanton, CA 94566

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Peter Deutschman
Director of Sales, Americas
Imagination Technologies
Peter.Deutschman@imgtec.com
1-408-464-1559 (cell)

Response to Comment I-13 Deutschman - 01: The comment expressed a preference for Scenario 1, Proposed Project, referred to as Option 1 based on the basis of the environmental review provided by the Draft EIR.

I-14

From: Dan Dilger [mailto:dandilger@outlook.com]
Sent: Thursday, August 28, 2014 9:18 AM
To: Marion Pavan
Cc: 'Teresa Dilger'
Subject: Lund Ranch II Development

Dear Marion Pavan,

I am writing to you today (as with previous communications) to address my concern for the Ventana Hills neighborhood. The Lund Ranch II development could cause serious harm to our community by allowing the traffic to be routed through our streets.
I am in strong support of the letter written by the Ventana Hills Steering Committee on 8/15/2014 (and previous letters).

Please keep our neighborhood safe by allowing the future traffic to flow through the wide streets on Sycamore that were designed to handle it.

Thank you,

Dan Dilger
5213 Independence Dr
Pleasanton, CA 94566

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Response to Comment I-14 Dilger - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-15

From: Dean Edwards <mailstopedwards@yahoo.com>
Subject: Item# PUD-25 Greenbriar Development Plan
Date: August 27, 2014 at 9:23:26 AM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>
Reply-To: Dean Edwards <mailstopedwards@yahoo.com>

Dear Ms. Pavan,

I am writing in support of Option 1 with respect to the Greenbriar Development plan traffic access plan. Unfortunately, I am not able to attend the meeting tonight but would echo the following points;

1. Option #1, the Greenbriar development plan, which has traffic access to and from the Lund Ranch II site only via Independence Road/Lund Ranch Road, is clearly the Environmentally Superior Alternative with the least amount of environmental impacts.
2. One of the project objectives of the Greenbriar development plan is to implement a project design that complies with all the provisions of Measure PP, preserving the hillsides and ridgelines of the community.
3. Option #1 and Option #2 (access via Independence Road/Lund Ranch Road and Middleton Place) are the only access routes that do not violate Measure PP, the hillside initiative passed by the voters of Pleasanton .
4. The long-term traffic increases on the local neighborhood streets of Option #1 were found to be "less than significant".
5. Option #1, which does not cross the creek, is the superior plan in the area of biological resources.
6. Option #1 is the superior plan in the area of water quality.
7. Option #1 produces less traffic noise to neighborhoods adjoining the project site as compared to the other alternatives
8. Option #1 has less geological and soils impacts since it eliminates grading for roadway construction on hillside slopes exceeding 25%.

I am a resident of the Bridal Creek neighborhood and access is already extremely restricted to one main point onto Sunol Boulevard. I am sure that you are aware of the chaos caused a few years ago when a power line came down and there was no entry or access to the estate for a considerable part of the day. This situation would be exacerbated by adding traffic from a new Greenbriar Development.

Regards,

Dean Edwards

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Response to Comment I-15 Edwards - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-16

From: Debi Frost <frostdebij@gmail.com>
 Subject: **Lund Ranch II**
 Date: August 25, 2014 at 10:11:27 AM PDT
 To: Marion Pavan <MPavan@cityofpleasantonca.gov>, Jim Frost
 <frostjimp@gmail.com>

Dear City Planner Pavan,

We saw in the weekly that there is a meeting this week regarding Lund Ranch II it is our hope to make the meeting, but with the school year just starting we thought it best to cover all bases by writing to you ahead of time.

We live in Bridle Creek, the Bridle Creek community is completely against any additional traffic coming down our streets. Many of us original buyers were boldly lied to by Greenbriar when we specially asked prior to purchase what was going to happen to the streets that dead ended. We were told there were no plans to do anything, we of course found out later that was not only false, but Greenbriar already had plans to expand more traffic into our streets via Lund Ranch prior to selling Bridle Creek . That is now all water under the bridge. However Measure PP is not and it must be followed, after all it is the voice of the people of Pleasanton.

The Greenbriar development plan, which has traffic access to and from the Lund Ranch II site **only** via Independence Road/Lund Ranch Road is clearly the environmentally superior alternative with the least amount of environmental impact. One of the project objectives of the Greenbriar development plan is to implement a project design that complies with all the provisions of Measure PP, preserving the hillsides and ridgelines of the community

Access via Independence Road/Lund Ranch Road and Middleton Place are the only access routes that do not violate Measure PP, the hillside initiative passed by the voters of Pleasanton . It has less geological and soils impacts since it eliminates grading for roadway construction on hillside slopes exceeding 25%.

Additionally the long-term traffic increases on the local neighborhood streets of Independence/Lund Ranch & Middleton were found to be "less than significant". This option also does not cross the creek, and is the superior plan in the area of biological resources and water quality.

It is our belief that the City must follow the voice of the people and the provisions set forth in Measure PP. Please do not approve a plan that violates PP!

Thank you, Debi and Jim Frost

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Response to Comment I-16 Frost - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-17

-----Original Message-----

From: John Halim [mailto:jhalim@comcast.net]

Sent: Sunday, August 03, 2014 6:13 PM

To: Marion Pavan; Marion Pavan

Subject: Greenbriar Homes - Lund Ranch Project (PUD-25)

Hello,

We want to express our concerns about the proposed project. With our ongoing drought, the City needs to suspend all major development projects until the City find a way to solve our water problems. We are required to cut back our water consumption by at least 25%. All lawns in our neighborhood is basically brown. How is the City going to supply water to this new housing development?

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This is outrageous! The City must solve our water problems first.

John & Su May Halim
1003 Hancock Ct
Pleasanton, CA 94566

Response to Comment I-17 Halim - 01: Please see Section 9.2.2, Master Response to Water Supply Issues for discussion of existing and future water supplies.

I-18

-----Original Message-----

From: John Halim [<mailto:jhalim@comcast.net>]

Sent: Friday, August 15, 2014 5:16 PM

To: Marion Pavan

Subject: Lund Ranch II - Draft Environmental Impact Report

Dear Mr. Pavan,

We are in support of the letter written by the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II.

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Please add our names to the letter in the City records.

Thank you.

John & Su May Halim
1003 Hancock Ct
Pleasanton, CA 94566

Response to Comment I-18 Halim - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-19

From: "a.hatami@comcast.net" <a.hatami@comcast.net>
Subject: **Ventana Hills Steering Committee Letter dated 8/15/14**
Date: August 28, 2014 at 5:21:37 PM PDT
Date: August 28, 2014 at 5:21:37 PM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>

Hello Marion,

I hereby confirm that I am supporting the letter written by the Ventana Hills Steering Committee dated 8/15/14.

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Ali Hatami,

973 Sherman Way ,
Pleasanton, CA 94566

Response to Comment I-19 Hatami - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-20

From: "pwhsu@juno.com" <pwhsu@juno.com>
Subject: upcoming meeting on Wednesday
Date: August 24, 2014 at 10:28:14 AM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>

Dear Council,

It is important for me to express the fact that the Greenbriar development plan, which has traffic access to and from the Lund Ranch II site only via Independence Road/Lund Ranch Road, is clearly the one with the least amount of environmental impacts. One of the project objectives of the Greenbriar development plan is to implement a project design that complies with all the provisions of Measure PP, preserving the hillsides and ridgelines of the community.

Please take into consideration that access via Independence Road/Lund Ranch Road and Middleton Place are the only access routes that do not violate Measure PP, the hillside initiative passed by the voters of Pleasanton .

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Than you for your time,

Peggy Hsu

Response to Comment I-20 Hsu - 01: The comment states support for the proposed project on the basis of potential environmental impacts.

I-21

From: Jennifer Hsui [mailto:jenhhsui@yahoo.com]
Sent: Wednesday, August 27, 2014 10:13 AM
To: Marion Pavan
Subject: Greenbriar Development Plan - road access

Dear City Planner Pavan,

I am currently expecting my third child and am on bed rest, so I will unfortunately be unable to attend the Planning Commission meeting this evening. However, I would like to share my thoughts with you via email.

We live in Sycamore Heights, and our community is completely against any additional traffic coming down our streets. The Greenbriar development plan, which has traffic access to and from the Lund Ranch II site only via Independence Road/Lund Ranch Road is clearly the environmentally superior alternative with the least amount of environmental impact. One of the project objectives of the Greenbriar development plan is to implement a project design that complies with all the provisions of Measure PP, preserving the hillsides and ridgelines of the community

Access via Independence Road/Lund Ranch Road and Middleton Place are the only access routes that do not violate Measure PP, the hillside initiative passed by the voters of Pleasanton . It has less geological and soils impacts since it eliminates grading for roadway construction on hillside slopes exceeding 25%.

Additionally the long-term traffic increases on the local neighborhood streets of Independence/Lund Ranch & Middleton were found to be "less than significant". This option also does not cross the creek, and is the superior plan in the area of biological resources and water quality.

It is our belief that the City must follow the voice of the people and the provisions set forth in Measure PP. Please do not approve a plan that violates PP!

Many thanks for your attention to this matter,
 Jennifer Hsui

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Response to Comment I-21 Hsui - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-22

-----Original Message-----

From: lynda [mailto:fabulousruby@spamarrest.com]

Sent: Wednesday, August 27, 2014 12:40 PM

To: Marion Pavan

Cc: KARPATY007@aol.com

Subject: In reference to item # PUD-25

Dear Marion,

As an original homeowner in Bridle Creek since 2000, we am writing to you in support of Option #1 of the proposed plan to develop in the hills well above our neighborhood.

We feel like Bridle Creek did not fully disclose their overall development plans to us when we purchased our home. One of the key reasons we decided to relocate here was the tranquil location of our home and our views.

Once the roads are opened up, our fear is that it's just a matter of time before the road is extended even further for Livermore traffic to cut through our streets to get to 680.

We would attend tonight in person but cannot do so as we are away.
If you need to reach us directly, feel free to do so.

Sincerely,

George Karpaty 408 781-0222 karpaty007@aol.com Lynda Karpaty 408 781-0846 fabulousruby@spamarrest.com

Lynda Karpaty

Director of Sales

Ruby Skye, Slide, Shboom, K Street Venues Direct : 408.781.0846 FAX : 925 484.2710 Mailing Address: 420 Mason Street SF, CA 94102

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Response to Comment I-22 Karpaty - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-23

From: "nkhoury5@comcast.net" <nkhoury5@comcast.net>
Subject: Item# PUD-25
Date: August 27, 2014 at 1:15:11 PM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>

Hi Marion ,

I have been a resident of Pleasanton and homeowner in Bridle Creek since 2002. I will not be able to attend tonight's meeting but I am writing to you in support of Option #1 of the proposed plan to develop in the hills well above our neighborhood. This option is the best in terms of minimizing impact to the environment and produces less traffic noise to neighborhoods adjoining the project site as compared to the other alternatives. I am looking forward to having my grandchildren enjoy this neighborhood.

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Thank you,
Nick and Lena Khoury
718 Sycamore Creek Way

Response to Comment I-23 Khoury - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-24

From: jugal kishor <jugalbimla@gmail.com>
Subject: Bridle Creek
Date: August 27, 2014 at 1:13:07 PM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>

Dear Marion,

As a 21 year resident of Pleasanton and homeowner in Bridle Creek since 2002, I am writing to you in support of Option #1 of the proposed plan to develop in the hills well above our neighborhood.

This option is the best in terms of minimizing impact to the environment (as described in the staff report); it minimizes grading and does the best job of preserving hillside views.

From a traffic perspective, staff has also determined that Option #1 will have the least impact relative to other alternatives.

If you need to reach me directly, email or phone (925-271-6410) or 510-386-2157

Sincerely,

Jugal Kishor
875 Sunny Brook Way, Pleasanton ca. 94566

jugal kishor
Pleasanton California 94566

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Response to Comment I-24 Kishor - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-25

From: Jimmy Ko [<mailto:jimmyko1@gmail.com>]
Sent: Monday, August 18, 2014 3:53 PM
To: Marion Pavan
Subject: Email in support of Ventana Hills Steering Committee letter dated 8/15/14 regarding the draft EIR for Lund Ranch II

Dear Mr Pavan,
 I am writing this email in support of the Ventana Hills Steering Committee letter from August 15, 2014. I am opposed to any plans to funnel traffic from new home developments down Junipero Street and/or Independence Drive. I live on Junipero Street near Mission Hills Park, and there already far too many cars on those streets. I have two young children, and if anything, I would like to see traffic decreased (and speeds reduced) around the park.

Following the original agreement from 1991, funneling traffic from new developments down Sycamore Creek Way is the right thing to do, especially from a safety standpoint.

Thank you for your time and consideration.

Sincerely, Jimmy Ko, MD
 homeowner at 509 Junipero St

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Response to Comment I-25 Ko - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05. Total vehicle trips (existing plus proposed) for Alternative Access Scenario 6 would increase the traffic volume on Sunset Creek Way from 100 to 790 vehicle trips per day, which is within the standard of the Pleasanton General Plan (Table 3-2: Desirable Traffic Volumes per Roadway Type, p. 3-4), for two-lane local streets (500 to 3,000 vehicle trips per day). The Response to Comment I-30 Lincoln - 01, below, addresses the street width of Sunset Creek Lane.

I-26

From: Reshma Kr <rmk1007@gmail.com>
Subject: ITEM #PUD-25 - Option #1
Date: August 27, 2014 at 1:26:38 PM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>

Dear Marion Pavan,

I am writing to you in support of Option #1 of the proposed plan to develop in the hills above the Bridle Creek neighborhood. Option #1 is the best in terms of: 1) minimizing the environmental impact; 2) minimizing grading; 3) minimizing traffic and traffic noise impact; 4) preserving and protecting water quality, biological resources, and the environment; and 5) preserving and protecting scenic hillsides and ridgelines.

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Sincerely,

Reshma Krishna
Bridle Creek Resident

Response to Comment I-26 Krishna - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-27

From: David X Lamont <dxl4@yahoo.com>
Subject: Lund Ranch 2 Comment
Date: August 25, 2014 at 9:21:52 AM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>
Reply-To: David X Lamont <dxl4@yahoo.com>

Hi Ms. Pavan

I won't be able to make the public hearing on Wednesday 8/27. However, I do want to comment and to ask for city help.

I understand that my road, Middleton Place, is to be cut off from our neighboring roads and redirected through Lund Ranch 2. I believe this was planned decades ago before our Bonde Ranch neighborhood was established.

I'd like to request that our small road remain as is without any changes to traffic patterns (i.e. no connection to Lund Ranch 2.)

- The impact on traffic is minimal as there are few homes on Middleton.
- Several residents work from home and do not commute.
- A generation of children have moved out to college and beyond so they no longer drive to local schools.
- There is no growth on Middleton so traffic remains the same as it already is.
- The decades have produced good neighborly relations with surrounding residents so a change cuts everyone off from each other.

I'd appreciate if this request could be introduced to the discussions about Lund Ranch.
 Many thanks.

Yours Truly

David Lamont
 4974 Middleton Place, Pleasanton
 925-426-5092

01

Response to Comment I-27 Lamont - 01: The proposed project would not modify Middleton Place from its present configuration. Current traffic routing on Middleton Place would remain unchanged under Alternative Access Scenarios 1 (Proposed Project) and 3, if selected by the City Council. Note that none of the eight Alternative Access Scenarios are identified as the Environmentally Superior Alternative (Draft EIR, p. 5-35 to 5-36).

I-28

From: Phyllis Lee [<mailto:phyllisny6@yahoo.com>]
 Sent: Wednesday, August 27, 2014 12:40 AM
 To: Marion Pavan; Phyllis Lee; Richard Lee
 Subject: Item# PUD-25 - GO WITH OPTION #1 please

Hello Marion,

As a resident of Pleasanton on Sycamore Creek Way for more than 12 years and after attending meeting after meeting with the City and the Planning Commission, I am disappointed that other options are even being considered for the Greenbriar development plan.

Clearly, **OPTION #1 is the ONLY viable and logical plan for the traffic to the new Lund Ranch II site.**

Here are the reasons why:

- 1) It will preserve the hillsides
- 2) There is the least amount of environment impact with option 1
- 3) It does not cross a creek
- 4) There is less geological impact with option 1 since grading is required for all other options.

Many thanks for your time and consideration.

Best,
 Richard and Phyllis Lee

Residents on Sycamore Creek Way

Response to Comment I-28 Lee - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR. Section 15126.6(a) of the CEQA Guidelines requires the consideration and discussion of the alternatives to the proposed project. Specifically, the Guidelines state:

“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

I-29

From: Julie Lewis [mailto:julie@donlewismusic.com]
Sent: Tuesday, September 02, 2014 8:45 AM
To: Marion Pavan
Subject: Lund Ranch II Traffic Plan

Dear Mr. Pavon,

I am writing in support of the Ventana Hills stance on a traffic plan for future development including the Lund Ranch II project. As a resident on Junipero Street, I have seen huge increase in traffic and believe that to continue development, the other neighborhoods and residents need to share equally in the burden especially when a plan was already in place to accomplish this. Thank you for registering my opinion. A pdf of the letter and paperwork are attached.

01

All the best,

Julie Lewis

P.O. Box 1588
Pleasanton, CA 94566
925-846-9783
[Julie@donlewismusic.com](mailto:julie@donlewismusic.com)

Response to Comment I-29 Lewis - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-30

From: becado403@aol.com [<mailto:becado403@aol.com>]
Sent: Friday, August 29, 2014 2:15 PM
To: Julie Jenkins
Subject: Lund Ranch II

Thank you for agreeing to forward this email to each of the Planning Commissioners and to Marion Pavan.

As I commented at the Planning Commission meeting two nights ago, Sunset Creek Lane is not a viable access option to/from Lund Ranch and should be removed from consideration in the EIR for the following reasons:

1. Sunset Creek Lane is only 29 feet wide, and if cars are parked on each side of the street there is only room for one vehicle to travel between the cars, a potentially dangerous situation for drivers. If future street parking becomes prohibited, any guests would have to park a long way away to visit a Sunset Creek resident. However, Junipero Street, Independence Road, and Lund Ranch Road are each 8 feet wider at 37 feet, permitting 2-way traffic.
2. If Sunset Creek Lane becomes the only entry/exit road to Lund Ranch, there would only be one way out to Sunol Blvd for residents, instead of the three roads out from the Lund Ranch Road side.
3. Massive grading would have to take place to make Sunset Creek Lane a viable access road to Lund Ranch, violating the intent and conditions of the Pleasanton voter-passed Measure PP.
4. Overlooking our neighborhood, is a beautiful and magnificent oak tree right at the peak of Sunset Creek Lane and in the middle of any proposed extension into Lund Ranch, which would probably have to be removed.

01

Response to Comment I-30 Lincoln - 01: The curb-to-curb width of Sunset Creek Lane varies from 32 feet (hammerhead turn-around to Ellis Court), 32 feet to 36 feet (Ellis Court to the Bridle Creek development), and 36 feet at Summit Creek Lane. On-street parking is permitted on both sides of the street; if vehicles are parked on both sides of the street, the travel-way is approximately 16 feet to 20 feet in width, which would result in vehicles needing to slow significantly to pass, or in the case of oncoming large trucks, such as a garbage truck, one car may need to pull over to allow the other to pass.

Current daily traffic volumes on the section of roadway east of Hanifen Way, where five residences front the south side of the roadway, are less than 100 vehicles per day. No driveway access is provided on the north side of the roadway. Homes in the area have multi-car garages and generous driveways that reduce the typical daily demand for on-street parking; guest parking would likely occur on the street. On-street parking demand has been observed to be low (one to two on-street parked vehicles) in the area.

Of the various access alternatives under consideration, Scenario 6 would potentially add the most traffic to Sunset Creek Lane, increasing traffic volumes on the roadway east of Hanifen Way by almost 700 vehicle trips per day, resulting in up to 800 vehicle trips per day on this portion of roadway (although these trips would not exceed the capacity of the roadway). West of Hanifen Way, drivers could take multiple routes to access Sycamore Creek Way, and ultimately Sunol Boulevard, dispersing the traffic load to multiple street sections.

On Sunset Creek Lane, the provision of on-street parking would serve to slow added traffic on the street and prohibiting parking is not contemplated. Based on the level of existing and projected traffic volumes, and the expected level of on-street parking occupancy, conflicts between vehicles traveling in opposing directions are expected to be minimal, as there is expected to be, on average, less than one vehicle per minute traveling on Sunset Creek Lane during the majority of the day. During the morning and evening peak hours, there may be instances when two to four vehicles travel on the roadway within the same time

period, potentially requiring some vehicles to yield to opposing traffic. However, on-street parking demand is expected to remain low during weekday peak travel periods and it would be unlikely that vehicles would be parked on both sides of the street.

The commenter is correct that if Sunset Creek Lane becomes the only entrance/exit, there would only be one way for Lund Ranch residents to access Sunol Boulevard; the transportation related impacts of this access variant were documented in the Draft EIR (see p. 5-29 through p. 5-30 and Table 5-1 of the Draft EIR).

I-31

From: Michele Luckenbuhl [<mailto:rmluck@icloud.com>]
Sent: Monday, August 25, 2014 11:10 PM
To: Marion Pavan
Subject: Draft EIR for Lund Ranch II

Hello M. Pavan,

We are writing you to let you know that we are in support of the letter written by the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II.

We live at 1099 Hopkins Way (on the corner of Hopkins and Independence) and we would be very negatively impacted by this development as it is currently written in the Draft EIR.

We have lived at 1099 Hopkins Way for 23 years. This development goes against all agreements made prior with the Pleasanton City Council and Ventana Hills Development for this area.

Thank you,
Michele and Randy Luckenbuhl
1099 Hopkins Way
Pleasanton, CA 94566

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Response to Comment I-31 Luckenbuhl - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-32

From: Alex Lurye <alexlurye@comcast.net>
Subject: Support for Option #1 Hill developpment
Date: August 27, 2014 at 9:20:35 AM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>

Dear Marion,

We are long time residents of Pleasanton and homeowners in Bridle Creek since 2000. I am writing to you in support of Option #1 of the proposed plan to develop in the hills well above our neighborhood.

This option is the best in terms of minimizing impact to the environment (as described in the staff report); it minimizes grading and does the best job of preserving hillside views.

From a traffic perspective, staff has also determined that Option #1 will be have the least impact relative to other alternatives.

We can't attend in person city council meeting tonight, but if you need to reach us directly, this email or phone (925-846-8428) is best.

Sincerely,

Alex and Nadia Lurye
552 Sycamore Creek Way

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Response to Comment I-32 Lurye - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-33

-----Original Message-----

From: Shareef Mahdavi [mailto:smahdavi@comcast.net]

Sent: Wednesday, August 27, 2014 8:43 AM

To: Marion Pavan

Subject: PUD-25

Dear Marion,

As a 21 year resident of Pleasanton and homeowner in Bridle Creek since 2002, I am writing to you in support of Option #1 of the proposed plan to develop in the hills well above our neighborhood.

This option is the best in terms of minimizing impact to the environment (as described in the staff report); it minimizes grading and does the best job of preserving hillside views.

From a traffic perspective, staff has also determined that Option #1 will be have the least impact relative to other alternatives.

I would attend in person but am away on business in southern California. If you need to reach me directly, email or phone (925-425-9963) is best.

Sincerely,

Shareef Mahdavi
5708 Hidden Creek Court

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Response to Comment I-33 Mahdavi - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-34

From: Renee Mahdavi <rmahdavi@comcast.net>
Subject: Lund Ranch II
Date: August 27, 2014 at 9:27:47 AM PDT
To: Marion Pavan MPavan@cityofpleasantonca.gov

Hello Marion

I am helping settle my daughter into college this week in southern California, or I would make every effort to be at the meeting tonight regarding the Greenbriar development plan.

In my absence, I feel it is important that our voices be heard in regards to the traffic plans for the proposed Lund Ranch II development. We are concerned about honoring the already approved hillside initiative (Measure PP), as well as in sharing the traffic between already congested neighborhood streets between the neighboring communities of Bridle Creek/Sycamore Heights and Lund Ranch I. The development plan, which has traffic access to and from the Lund Ranch II site via Independence Road/Lund Ranch Road, seems the environmental superior alternative with the least amount of impacts. In trying to keep an open mind, it would be irresponsible to rest all of the traffic on just one outlet, both from a health and safety perspective (emergency access), as well as impact of significantly increased traffic. If Pleasanton decides that a new community is in order on the hillside, it seems reasonable to open access to/from more than one outlet. While I would PERSONALLY prefer for the development plan showing access from Independence/Lund Ranch Road, I can see that from the perspective of the community, that multiple access would be most reasonable.

01

As an original Bridle Creek owner, I can say with 100% certainty, that the information regarding the plans for this neighborhood was not only not disclosed, but was denied, when we inquired about future plans for the hillside directly behind our community. That said, as we move forward, I feel it is imperative that the planning commission not listen to ONE community, but consider the overall impact and proceed in a reasonable, shared access alternative.

02

Thank you for your time.

Renée Mahdavi
 5708 Hidden Creek Court
 Bridle Creek

Response to Comment I-34 Mahdavi - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR. The analysis of the Alternative Access Scenarios identifies and evaluates the effects of scenarios with more than one access point.

Response to Comment I-34 Mahdavi - 02: The comment supports a share of access alternative.

I-35

-----Original Message-----

From: Martin, Brian [mailto:Brian.Martin@kla-tencor.com]

Sent: Wednesday, August 27, 2014 3:32 PM

To: Marion Pavan

Subject: Development

Ms. Pavan:

I am a resident of Pleasanton on Summit Creek Ct and I am writing you to voice my support of Option #1 of the proposed plan to develop in the hills well above our neighborhood. It is clear that this option is the best in terms of minimizing impact to the environment (as described in the staff report), it minimizes grading and does the best job of preserving hillside views. From a traffic perspective, staff has also determined that Option #1 will be have the least impact relative to other alternatives. I am unable to attend the meeting tonight but would be happy to discuss this matter with you. I may be reached at 408-444-2629.

01

Brian Michael Martin
General Counsel,
KLA-Tencor, Corp.
408-875-3000

Response to Comment I-35 Martin - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-36

-----Original Message-----

From: Rachel McElhinney [<mailto:22skylark@gmail.com>]

Sent: Saturday, August 16, 2014 3:24 AM

To: Marion Pavan

Subject: Ventana Hills Letter

We are in support of the letter dated 8/15/14 regarding the draft EIR for the Lund Ranch
li development. We urge you to keep the promises made to the Ventana Hills
neighbourhood by the City Council in the past.

Sincerely,

Rachel and Bruce McElhinney

934 Sherman Way

Pleasanton, CA

01

Response to Comment I-36 McElhinney - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-37

From: Mark Medor [<mailto:mmedor@hotmail.com>]
Sent: Sunday, August 17, 2014 8:37 PM
To: Marion Pavan
Cc: Mark Medor
Subject: Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II.

Hi Ms. Pavan,

Please add my name supporting the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II.

I 01

Sincerely,

**Mark Medor
5125 Independence Dr.
Pleasanton, CA 94566**

Response to Comment I-37 Medor - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-38

From: Olivia Melaugh <olivia.melaugh@gmail.com>
Subject: Item# PUD-25
Date: August 27, 2014 at 9:58:58 AM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>
Cc: "Olivia B. Melaugh" olivia.melaugh@gmail.com

Dear Marion:

I'm writing to offer my support for Option #1 in the PUD 25 issue.

My family and I moved to Sycamore Heights in 2010. We were aware that Sycamore Hts was not going to be the last of the new developments in this area but we were confident that the city would support judicious building plans, ones that would impact the existing neighbors and surrounding natural environs in the least possible way.

To allow anything other than Option #1 would not be in keeping with Pleasanton's building philosophy and simply put would unduly burden our neighborhood.

The existing entrance of Sycamore Creek Rd to my neighborhood already is a busy intersection. With the completion of two special care facilities last year at the corner of sycamore/Sunol, intersection traffic has seen an uptick. Earlier this year Life Sciences was acquired by ThermoFisher. This large corporation will now begin an \$18 million expansion of its facilities located at this very same intersection (see link below). Undoubtedly this will bring increased traffic to the area in the form of commuters and their cars. (To date, Fisher has more than 100 job postings listed and this number will multiply as the top director positions are filled).

Given the current state of traffic and planned increase with Fisher's expansion, making Sycamore Heights the access area for Greenbriar will add an untold traffic burden to this intersection. (The approach to 680 is already a mess from Sunol!). Our desire to go with option #1 is not a case of NIMBY; we're already carrying a burden with two health care facilities and Fisher. Option #1 is simply a decision that makes the most logical sense because it won't adversely impact traffic nor will it expose this area to greater congestion and accident risk.

I thank you for your time and appreciate your work on behalf of Pleasanton residents. I look forward to meeting you at this evening's meeting.

Kind regards,

Olivia Melaugh, CIO
 Intensive Nutrition
 (Sent from my iPhone)

01

Response to Comment I-38 Melaugh - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-39

August 30, 2014

5744 Hanifen Way
Pleasanton, California 94566

Mr. Brian Dolan
Director of Community Development
City of Pleasanton
Pleasanton, California 94566

Sent via email (bdolan@ci.pleasanton.ca.us, mboey@ci.pleasanton.ca.us)
Sent via telefacsimile (925.931.5483)

Re: *Draft Environmental Impact Report – Lund Ranch II, PUD-25*

Dear Mr. Dolan:

I write to supplement my comments and questions delivered at the August 27, 2014 Planning Commission meeting addressing the Draft Environmental Impact Report – Lund Ranch II, PUD-25.

As I did at that meeting, I would like to begin by thanking the Commission for the effort it has put into this issue. In particular, after considerable study and thought, the Commission's draft report properly concludes that, if the Project goes forward, the most environmentally acceptable implementations are Scenarios 1 and 2. The EIR arrives at this conclusion for at least the following reasons:

- “With the exception of Scenario 2, all of the remaining [alternative] access scenarios would require a creek crossing on the project site.” (5-11)
- Connections to “Sunset Creek Lane and/or Sycamore Creek Way would entail the development of new road alignments that would cross steep hillsides.” (5-10) “The alignments evaluated in Scenarios 3 through 8 would involve grading on slopes that exceed 25%, which would be subject to a greater potential for erosion than would occur for only the extension of Lund Ranch Road. Scenario 2 entails an extension from Middleton Place to Lund Ranch Road and would not cross slopes exceeding 25%.” (5-10) “[A]n important objective of the proposed project is to provide residential uses that respect the nature of the site's terrain and are consistent with the community's desire to preserve and protect the aesthetic amenities of its ridgelines and hillside areas. ... [T]he project has been designed in compliance with the provisions of the City's Measure PP, with the objective of confining proposed residential use to the lower elevations of the site that immediately adjoin existing residential neighborhoods.” (3-1)
- “[T]he NSSP acknowledges that ‘steep slopes may be a constraint in the northeastern, north central and southeastern portions of the project site’ and that ‘other areas may require special treatments so as to minimize extensive grading.’ The

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I-39

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August 30, 2014

development plans for the Lund Ranch II project site address this recognized constraint of steep slopes by restricting access to the proposed project to the relatively gentle slopes of the project site's lower elevations along Lund Ranch Road." (4.1-8) And, of course, subsequent to the issuance of the NSSP, the people of Pleasanton passed Measure PP, further recognizing the importance of evaluating slope in project planning.

01

Nevertheless, I have some additional questions and comments on areas where the EIR might be expanded, clarified, or improved. Each of these points militates in further favor of Scenarios 1 and 2.

Nature of the Potentially Impacted Residents

The EIR does not consider the nature of the residents who are potentially affected by various route options. Routes employing the Sycamore Road residential collector (*i.e.*, Scenarios 3-8) will direct significant additional traffic past the Sunol Creek Memory Center and the Care Meridian facility, both located on Sycamore Road.

- The Sunol Creek Memory Center is a facility dedicated to "serv[ing] the special needs of individuals living with Alzheimer's disease, dementia and other forms of memory loss."¹
- The Care Meridian facility serves "people of all ages with brain, spinal cord and other life-altering injuries and medically complex illnesses."²

02

The populations of both facilities are therefore particularly sensitive to increases in traffic or noise, and it would seem sensible to give this concern its due weight when evaluating the comparative impact of the various scenarios.

Freeway Entrance Impact

The EIR analyzes the impact of the proposal on the Sunol entrances to 680 and concludes that the Project will cause both the northbound and southbound entrances to "operate at deficient service levels." (4.6-7) The EIR proposes that the applicant pay traffic mitigation fees that will go toward the construction of, at some unstated point in the future, signals at the Sunol 680 intersection.³ The EIR does not appear to analyze any potential for differences in impact on the Sunol 680 intersection as between the alternative Scenarios, however. Instead, the EIR appears to assume that, regardless of the Scenario, all traffic added by the Project will route through the 680 entrances off Sunol. It is unclear whether there is any basis for such an assumption.

03

¹ <http://sunolcreekmemorycare.com>

² <http://www.caremeridian.com/wp-content/uploads/2014/07/CM-Northern-Central-CA-Brochure.pdf>

³ I am not a traffic engineer, and so I confess that I do not understand how signalization of the 680 intersection will reduce traffic impact. The intersection is already effectively "signalized" during peak hours by way of the metering lights. It would be helpful if the EIR would explain how signalization at this intersection is expected to reduce traffic impact.

I-39

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Scenarios that emphasize southerly ingress to Sunol (*i.e.*, through Sunset Creek or Sycamore Creek) would seem likely to increase usage of the Sunol 680 entrance, whereas Scenarios that emphasize northerly ingress to Sunol or Bernal (*i.e.*, through Independence, Mission, and/or Junipero) would seem likely to split usage between the Sunol and Bernal 680 entrances. The Fehr & Peers report acknowledges that the Bernal entrance to 680 is expected to serve the Project (“Regional access to the site is provided from Sunol Boulevard and Bernal Avenue, both of which connect to Interstate 680.” (App. C at 1; *see also* 4.6-1)). I could, however, find no actual analysis of the Bernal 680 entrance and certainly no acknowledgment of the potential for options like Scenarios 1 and 2 to split additional 680 traffic between two entrances, thereby reducing impact.

03

Comparative Impact

The comments from Ventana Hills residents and, to a lesser extent, the EIR itself focus on the absolute impact of various Scenarios. That is, of course, relevant. But those numbers do not tell the entire story.

Take, for example, a comparison between Scenarios 1/2 and Scenario 6. The most impacted residential collector in Scenario 6 is Sycamore. In Scenarios 1 and 2, the impact is split between the Independence and Junipero collectors. So, while it is true (as the Ventana Hills residents’ letter maintains) that the absolute impact remains roughly the same, the comparative impact is quite different; in Scenarios 1/2, *two* collectors carry the load *one* collector is asked to carry in Scenario 6. To further illustrate:

- The current average weekday traffic at the Sycamore collector is 3,440 vehicles. Scenario 6 estimates an increase to 4,130 vehicles – a 20% increase.
- The current average weekday traffic at the busiest collector impacted by Scenarios 1 and 2 (Junipero) is 2,880 vehicles. Scenarios 1 and 2 estimate an increase to 3,140 vehicles. This is only a 9% increase and, importantly, *still leaves the Junipero collector with less traffic than Sycamore has presently.*
- Scenario 6 lists six impacted roadway segments, which will experience an average increase of 515 vehicles. Scenarios 1 and 2 list nine impacted roadway segments, which, because of the greater number of segments, will experience a lower average increase, of 333 vehicles.
- Comparing the Scenarios, the *most* impacted local roadway segments, in both absolute and relative terms, are Sunset Creek Lane and Hanifen Way, in Scenario 6.⁴ Hanifen Way would experience a 750 vehicle gain per day (the highest absolute gain reported anywhere in the report); Sunset Creek Lane would experience a 690 vehicle gain (tied for the 2d highest gain with a variety of local segments in other Scenarios). More telling is the relative gain in traffic – *i.e.*, what sort of *change* will residents see compared to their existing traffic? In Scenario 6, Sunset Creek Lane would see an

04

⁴I live on Hanifen Way. It is presently a side street and experiences little traffic. In Scenario 6 it would become a major artery to connect the Project to the Sycamore collector.

I-39

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August 30, 2014

astounding 800% increase in traffic and Hanifen would see a 676% increase. No other Scenario sees increases in traffic at anything like those percentages.⁵

04

It is this last point that, to my mind, illustrates most clearly a potential defect in the EIR. Again, measuring absolute impact is of course useful and relevant. Adding 10 cars to a roadway segment is different than adding 100 cars. But relative impact is also vital to understand. Adding 100 cars to a roadway segment that typically sees 50 cars on any given day is different than adding 100 cars to a segment that sees 500 cars a day. It is plain from the above that the *relative* impact of Scenario 6 significantly outweighs the relative impact of Scenarios 1 or 2.

05

Another, more plainspoken way of phrasing the above is this: the residents living in Scenario 6 will notice much more of a change in their daily lives than will the residents in Scenarios 1 and 2. That seems a relevant point to make, maybe the *most* relevant point to make.

Road Width

As reflected in the comments Mr. Lincoln made at the August 27 meeting, there appear to be significant differences in road width among the roadways involved in the various Scenarios. This does not appear to have been taken into account in the EIR.⁶

06

Measure PP

Other comments appear to have addressed issues arising from Measure PP, so I will say only this: even in the worst case, the EIR acknowledges that reasonable minds can differ on the meaning and impact of Measure PP. Why, then, choose Scenarios that potentially subject the Project to further legal challenge? (For example, Scenarios that depend upon “structure” being defined to exclude roads.) It would seem the safest course would be to avoid such Scenarios, especially where there are Scenarios that present no such risks and that have been otherwise deemed environmentally superior.

07

⁵ A similar point can be made about noise level changes. As the Ventana Hills residents point out, the absolute noise levels imposed on areas impacted in Scenario 2 are similar to those imposed on areas impacted by Scenario 6. But the relative gain is again quite different. The noise increase at the two areas most impacted in Scenario 6 (Sunset Creek Lane and Hanifen Way, 17.3 gain) is 53% higher than the noise increase experienced at the two most impacted areas in Scenario 2 (Lund Rand and Independence, 11.3 gain).

⁶ As Mr. Lincoln further noted, it is unclear from the EIR what the parking status was when traffic was measured or analyzed (e.g., were there cars parked on both sides of the road at any of the narrower potentially impacted routes).

I-39

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August 30, 2014

Again, I appreciate the Commission's attention to this important matter. Thank you,

Sincerely,


David Melaugh


Olivia Melaugh

I have reviewed these comments with the following additional residents and have received their written consent to indicate they join in this letter:

Jenny and Tim Chu (5757 Hanifen Way)
Shareef Mahdavi (5708 Hidden Creek Court)
Debi and Jim Frost (5792 Hidden Creek Court)
Dean Edwards (5633 Selena Court)
Melissa and Brian Dantzig (732 Summit Creek Lane)
Emily and Travis Patterson (891 Sunny Brook Way)
Padi and Marion Pavan (696 Sycamore Creek Way)
Lena and Nick Khoury (718 Sycamore Creek Way)
Phyllis and Richard Lee (750 Sycamore Creek Way)
Leila and Raju Rajagopalan (916 Sycamore Creek Way)

Response to Comment I-39 Melaugh - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

Alternative Access Scenarios 6 through 8 would add up to 690 vehicle trips per day to the section of Sycamore Road between Sycamore Creek Way and Sunol Boulevard, increasing the total traffic volume on this segment from 3,440 to 4,130 vehicle trips per day. As Residential Collector roadways are intended to accommodate from 3,000 to 6,000 vehicle trips per day (Table 3-2: Desirable Traffic Volumes per Roadway Type, p. 3-4, Pleasanton General Plan), the added traffic under these three access scenarios would still result in future traffic volumes that would be under the threshold for this residential collector street.

Build out traffic Level-of-Service (LOS) for the Sunol Boulevard/Sycamore Road intersection, with the proposed project and with the Life Sciences development (west side of Sunol Boulevard), is projected at LOS B/D for the a.m./p.m. peak commute hours, respectively (Table 3-7: Existing and Build Out Peak Levels of Service, pp. 3-17 to 3-18, Pleasanton General Plan), which complies with the LOS standards of the Pleasanton General Plan.

Response to Comment I-39 Melaugh - 02: The Sunol Creek Memory Center is located on Sunol Boulevard within close proximity to Sycamore Road and with no vehicular access onto Sycamore Road. The Sunol Creek Memory Center was completed in January 2014.

The Care Meridian facility is located on Sycamore Creek Way at the Sycamore Road intersection and was opened in May 2013. Approximately 1,900 vehicle trips per day travel past the facility on Sycamore Creek Way. Depending on the Project access variant, between 0 and 690 vehicle trips per day could be added to the roadway in front of the Care Meridian facility. As Residential Collector roadways are intended to accommodate from 3,000 to 6,000 vehicle trips per day (Table 3-2: Desirable Traffic Volumes per Roadway Type, p. 3-4, Pleasanton General Plan), the added traffic under the Project access scenarios that would direct the most traffic to Sycamore Creek Way would still result in future traffic volumes that are under the threshold for residential collector streets. The proposed Project would not physically change the roadways adjacent to these two sites and the potential impact is considered less-than-significant under CEQA.

With regard to potential increases in traffic noise, the Draft EIR states on page 4.7-1 that “residences, schools, hospitals, and nursing homes are considered to be the most sensitive to noise.” Furthermore, for the purpose of environmental review, all residential populations are considered to be sensitive. Thus, the Draft EIR treats all residential uses, including assisted living facilities, as sensitive. Table 11-5 of the Noise Element defines noise levels of 60 dBA (Ldn) as, “Normally Acceptable” for residential uses. Additional considerations outlined in the Pleasanton General Plan Noise Element (page 11-21) indicate that this threshold applies to outdoor use areas such as backyards of single-family homes; the threshold is 65 dBA (Ldn) for front yards. This threshold is the most stringent noise standard specified in the Noise Element and it would also apply to the Sunol Creek Memory Center.

As indicated in Table 4.7-4 (Draft EIR, p. 4.7-16), the current noise level on the lower section of Sycamore Road is currently 59.4 dBA (Ldn), and under all alternative circulation scenarios, the highest noise level increase would be 0.8 dBA. Such an increase would result in a noise level of 60.2 dBA (Ldn). This future noise level would not exceed the City’s 65 dBA threshold in the front yard of the Center. Since most project-related traffic using Sycamore Road would turn south onto Sunol Boulevard, project-related traffic noise increases would be even lower at the Sunol Creek Memory Center.

Response to Comment I-39 Melaugh - 03: The northbound and southbound ramp terminal intersections of Interstate 680 at Sunol Boulevard are projected to operate at a deficient level in the near-term condition with the addition of traffic from other pending and approved projects in Pleasanton, regardless of the proposed Project. The Project would contribute its fair share towards planned improvements at this interchange and other locations throughout the City of Pleasanton through the payment of local and regional traffic impact fees.

Based on other transportation impact studies that have evaluated the Bernal Avenue interchange, the ramp terminal intersections currently operate at acceptable levels of service during the weekday morning and evening peak hours and are projected to continue operating acceptably in the near-term condition, considering traffic that could be generated by the Project. In the cumulative condition with planned improvements at the interchange, operations would remain acceptable.

While there may be some slight routing differences to the regional roadway network depending on the selected access route, these minor differences would not affect the overall conclusions presented in the EIR and would not result in new impacts or new mitigation measures. Although the analyzed alternatives would result in slightly different patterns of traffic distribution, they would not result in impacts to the Interstate 680 freeway that are substantially more severe than those identified for the proposed project.

Response to Comment I-39 Melaugh - 04 and - 05: As noted in the transportation assessment prepared for the EIR by Traffic Engineering consultant, the amount of traffic that is reasonable for a residential street is highly subjective and can vary significantly from person to person. The Pleasanton General Plan (Table 3-2: Desirable Traffic Volumes per Roadway Type, p. 3-4) specifies average daily traffic standards of 500 to 3,000 vehicle trips per day for two-lane local streets and 3,000 to 6,000 vehicle trips per day for two-lane residential collectors. However, there is no standard of significance for daily roadway volumes on residential streets in Pleasanton. That means relative increases in roadway volumes do not constitute a basis for evaluating significant impacts.

As noted in the Draft EIR, the increase in daily traffic volumes on streets that provide access to Lund Ranch could result in noticeable increase in traffic volumes to existing residents. Implementation of traffic calming on the roadways that ultimately provide access to Lund Ranch was recommended.

Additionally, the stated traffic increases on Sunset Creek Lane and Hanifen Way are reflected in Table 5-2, which shows noise increases of 9 dBA and 8.6 dBA, respectively under Scenario 6.reasonreas

Response to Comment I-39 Melaugh - 06: Roadways in the vicinity of Lund Ranch have been designed to meet City standards to provide two-way vehicle travel and the varying widths do not affect the roadway capacity used in the EIR analysis or the overall conclusions of the transportation assessment. Also refer to the Response to Comment I-30 Lincoln - 01 for further information on street widths.

Response to Comment I-39 Melaugh - 07: Please see Response to Comment O-3 Preserve Area Ridgeland Committee - 01. All of the alternatives could feasibly be built in compliance with Measure PP, pending determination by the City Council as discussed in the "Issues to be Resolved" section (Draft EIR p. 2-28).

I-40

From: Jim Merryman <jim.merryman@gmail.com>
Subject: Lund Ranch II draft EIR
Date: August 28, 2014 at 9:20:18 PM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>
Cc: Blaise & Amy Lofland <balofland@me.com>

Marion, please include my wife and I as strong supporters of the letter dated 8/15/14 submitted by Ventana Hills Steering Committee in reference to Lund Ranch II draft EIR.

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Jim and Laurie Merryman
892 Hopkins Way, Pleasanton, 94566

Response to Comment I-40 Merryman - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-41

From: Animesh Mishra [<mailto:animeshmishra@comcast.net>]
Sent: Friday, August 15, 2014 10:43 PM
To: Marion Pavan
Subject: Support for Ventana Hills Steering Committee - Lund Ranch II

Hi Marion,

Please include my name as a supporter for the letter written by the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II. Please add my name to the letter in the City records.

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Thanks
Animesh Mishra

Response to Comment I-41 Mishra - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-42

Subject: Select Option 1 for developing hills above Bridle Creek

Date: August 27, 2014 at 9:32:19 AM PDT

To: Marion Pavan <MPavan@cityofpleasantonca.gov>

Cc: Kareen Nelson kareenq@gmail.com

Dear Marion,

As a 7 year resident of Pleasanton and homeowner in Bridlecreek, I am writing to you in support of Option#1 of the proposed plan to develop in the hills well above our neighborhood.

This option is the best in terms of minimizing impact to the environment (as described in the staff report); it minimizes grading and does the best job of preserving hillside views.

From a traffic perspective, staff has also determined that Option #1 will be have the least impact relative to other alternatives.

If you need to reach me directly, email or phone (650-248-1458) is best.

Sincerely,

Barry Nelson

--

Barry Nelson

Factor Lab

650-248-1458

www.factorlab.com

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Response to Comment I-42 Nelson - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-43

-----Original Message-----

From: Kareen Nelson [mailto:kareenq@gmail.com]

Sent: Wednesday, August 27, 2014 2:33 PM

To: Marion Pavan

Subject: PUD -#25

Dear Marion,

Re: PUD-25

I am writing in support of option #1. I believe this is clearly the best alternative, providing the least impact on traffic and the environment.

I also thought it would be important for the Planning Commission and City Council to understand that Mike Tessano, the City Engineer, has previously met with the residents of the Independence Drive/Junipero Drive neighborhoods to suggest traffic calming options in response to their claims of unacceptable safety and traffic conditions on their streets. Surprisingly, the neighborhoods were not willing to implement any of those suggestions.

If conditions were as unsafe as claimed, the neighborhoods should have accepted his suggestions.

Thank-you.

Kareen Nelson

5759 Hidden Creek Ct
Pleasanton, CA 94566916-871-7754
kareenq@gmail.com

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Response to Comment I-43 Nelson - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR. The comment also discusses past proposals for traffic-calming, which are noted.

I-44

Maria Hoey

From: Greg O'Connor <greg.oconnor@comcast.net>
Sent: Tuesday, August 26, 2014 8:28 PM
To: Maria Hoey
Cc: greg.oconnor@comcast.net
Subject: Lund EIR - request for further info

Maria,

Please forward to the Planning Commission for the August 27, 2014 meeting.

Thanks you,
 Greg O'Connor

Planning Commission,

First, I was informed that I need to recuse myself from the discussion on the Lund Ranch II EIR. I can only speak on this item as a member of the public at a public meeting. So Nancy will be the chair on that item on Wednesday night.

Thank you for asking your questions regarding "agreements". The reason you didn't see the agreements in the Draft EIR document is because they are not actually "agreements". Wording such as "may" and "intend" do not create a legal agreement. Furthermore, Council minutes reflect the Council would attempt to route traffic elsewhere; and of course such statements are not binding. The Bonde developer also stated they would "use best efforts" to secure a right-of-way through the Lund property, but that never happened. No written agreements were ever obtained from the owners of the Lund Ranch II property owners, past or present.

No binding agreement was ever put in place; subsequently, Measure PP was soundly passed by the voters in 2008 to prevent grading on slopes of 25% or greater. That includes grading for roads. The measure states no grading in order to build homes; it also prevents grading for structures, and the municipal code defines structures as anything constructed that requires a place on the ground - which includes roads. Measure PP also stated that it would override any existing General Plan (and therefore any Specific Plan). Ordinances in the Bonde Ranch/Sycamore Heights/Bridle Creek developments do not convey vested rights to the Ventana Hills subdivision (or anyone else) or create binding agreements on the owners of the Lund Ranch II property. Read the

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I-44

minutes of the included PC meeting from 2012; staff agreed that roads were not allowed on slopes of 25%. The impartial analysis by the city prior to the election also stated that if passed, Measure PP would prevent the bypass road from being built - because the path of that road was over 25% slope.

Staff, all the planning commissioners and the council had agreed that roads were structures. That only started to change later after "grandfathering in" Specific Plans was deemed prohibited by PP; then the new argument surfaced that maybe roads weren't structures after all. Even the former owners, the Spotorno family, support access via Lund Ranch Rd/Independence Rd only and are opposed to a connection through Sycamore Heights.

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By the way, Lund Ranch II was never a part of any specific plan or bound by the provisions of any other specific plan. Greenbriar designed their plan around the parameters given to them by the city, including a map delineating the 25% slope setback and the 100 ft ridge line setback.

Hope all this helps answer some of your questions.

Regards,
Greg O'Connor

On Aug 19, 2014, at 5:25 PM, Maria Hoey <MHoevy@cityofpleasantonca.gov> wrote:

From: Marion Pavan
Sent: Tuesday, August 19, 2014 4:53 PM
To: Maria Hoey
Cc: Adam Weinstein; Brian Dolen
Subject: FW: Lund EIR - request for further info

Please forward to the Planning Commission.

Commissioner Allen:

The agreement and additional background information is provided in Appendix A of the Revised Draft EIR, beginning with the minutes of the March 14, 2012 Planning Commission work session on Lund Ranch II.

Marion

02

Response to Comment I-44 O'Connor - 01: The comment discusses the definition and use of the terms “structures” and “roads” as well as the nature of access agreements to neighborhoods surrounding the Lund Ranch property. The comment does not include CEQA-related issues. The Response to Comment O-4 Ventana Hills Steering Committee - 02 includes an evaluation of Measure PP.

The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

Response to Comment I-44 O'Connor - 02: The comment identifies the location of agreement and background information in the Draft EIR as Appendix A. No other CEQA issues are raised.

I-45

From: Emily Patterson <emilypatterson@gmail.com>
Subject: Greenbriar Development Plan
Date: August 27, 2014 at 9:39:15 AM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>
Cc: Phyllis Ho phyllisny6@yahoo.com

Dear Ms. Pavan,

I am a Bridle Creek resident of 8 years and am writing in support of Option #1 with respect to the Greenbriar Development plan traffic access plan.

Unfortunately, I am not able to attend the meeting tonight but would echo the following points;

1. Option #1, the Greenbriar development plan, which has traffic access to and from the Lund Ranch II site only via Independence Road/Lund Ranch Road, is clearly the Environmentally Superior Alternative with the least amount of environmental impacts.
2. One of the project objectives of the Greenbriar development plan is to implement a project design that complies with all the provisions of Measure PP, preserving the hillsides and ridgelines of the community.
3. Option #1 and Option #2 (access via Independence Road/Lund Ranch Road and Middleton Place) are the only access routes that do not violate Measure PP, the hillside initiative passed by the voters of Pleasanton .
4. The long-term traffic increases on the local neighborhood streets of Option #1 were found to be "less than significant".
5. Option #1, which does not cross the creek, is the superior plan in the area of biological resources.
6. Option #1 is the superior plan in the area of water quality.
7. Option #1 produces less traffic noise to neighborhoods adjoining the project site as compared to the other alternatives

As a resident of the Bridal Creek neighborhood we have noticed that access is already extremely restricted to one main point onto Sunol Boulevard. There was an accident on Sycamore Road last year and it shut down the entire neighborhood. Please consider the families that reside in our quiet neighborhood before this massive development project.

Also, it is our belief that the City must follow the voice of the people and the provisions set forth in Measure PP. Please do not approve a plan that violates PP!

8. Option #1 has less geological and soils impacts since it eliminates grading for roadway construction on hillside slopes exceeding 25%.

Also, it is our belief that the City must follow the voice of the people and the provisions set forth in Measure PP. Please do not approve a plan that violates PP!

Thank you,
 Emily & Travis Patterson
 891 Sunny Brook Way

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Response to Comment I-45 Patterson - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-46

-----Original Message-----

From: Padi Peyrovan [mailto:ppeyrovan@yahoo.com]

Sent: Wednesday, August 27, 2014 11:23 AM

To: Marion Pavan

Subject: Lund Ranch II Development - Item# PUD-25

Dear Marion,

I received a notice about a meeting tonight regarding Lund Ranch II/PUD-25. Unfortunately, due to parents' night at Hearst Elementary, I won't be able to attend the meeting personally, but wanted to send you a note and provide my point of view about this development prior to the meeting.

We have lived in Bridle Creek on Sycamore Creek Way since 2002 and love our home and our community. We are one of the original buyers from Greenbriar homes. Unfortunately, like many of our neighbors, Greenbriar Homes never disclosed to us any plans of future development and/or extension of Sycamore Creek Way during the sales process. In fact, since we were buying a home on Sycamore Creek Way, I remember distinctly that their sales lady pointed out several times that this is a dead end street backing out to farmland and encouraged us to drive up to it and take a look at the tranquil surroundings. Unfortunately, we were fooled by their sales techniques and we were so excited about moving to Pleasanton and raising our kids here that we didn't take the time to verify their claims with the city before going into contract but of course hindsight is always 20/20.

Our small community of homeowners has been standing up to Greenbriar's questionable techniques for years now and passing Measure PP was a breath of fresh air and an indication of how much we value our community.

Please do not approve a plan that violates Measure PP. Access via Independence Road/Lund Ranch Road and Middleton Place are the only access routes that do not violate Measure PP passed by Pleasanton voters..

In addition to the environmental issues in violation of Measure PP, please also keep in mind that we've also had major speeding issues on Sycamore Creek Way. In fact, we already had a speeding car, flying down Sycamore Creek Way take out our mailbox last year in a hit and run incident. Adding more traffic to a narrow street that has had speeding issues like this is a major safety concern for those of us who live on Sycamore Creek Way. Please don't expose our families to more unnecessary risks when we do have a more environmentally sound and safer traffic flow alternative available as an option.

Please feel free to contact me directly if you have any questions,

Best Regards,

Padi Peyrovan

696 Sycamore Creek Way, Pleasanton

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Response to Comment I-45 Peyrovan - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR. Note that the Alternative Access Scenarios 2 and 4 through 8 evaluated traffic from Middleton Place through the Lund Ranch II development to Sunset Creek Lane and/or Sycamore Creek Way.

I-47

From: Mark Priscaro [mailto:mark_priscaro@yahoo.com]
Sent: Monday, August 18, 2014 4:10 PM
To: Marion Pavan
Cc: Blaise & Amy Lofland
Subject: Re: PUD-25, Revised Draft Environmental Impact Report (EIR) Greenbriar Homes Communities application (Lund Ranch II)

Dear Marion:

I am writing you to communicate my support of the letter written by the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for PUD-25 (Lund Ranch II; see attached). Please add my name to the letter in the City records.

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Sincerely yours,

Mark Priscaro
901 Hopkins Way
Pleasanton, CA 94566
(925) 846-8618 (home)
(925) 367-5505 (mobile)

Response to Comment I-47 Priscaro - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-48

Allen Roberts
16 Grey Eagle Ct.
Pleasanton, CA 94566

July 10, 2014

Marion Pavon
City of Pleasanton
200 Old Bernal Ave
Pleasanton, California 94566

Re: Draft Environmental Impact Report for the Lund Ranch II Project

Dear Marion:

Thank you for the notification of the availability of the draft EIR for Lund Ranch II (PUD 25) development proposal.

I believe this is the first development to come up for review following the passage of PP. Because of that, I felt it should be reviewed carefully to be sure it complies with the text of the initiative. To that end, I looked at the proposal for compliance with the conditions with the initiatives requirements for slope and ridgeline.

I have included the text of PP as it applies to this proposal.

Policy 12.3: Ridgelines and hillsides shall be protected. Housing units and structures shall not be placed on slopes of 25 percent or greater, or within 100 vertical feet of a ridgeline. No grading to construct residential or commercial structures shall occur on hillside slopes 25% or greater, or within 100 vertical feet of a ridgeline. Exempt from this policy are housing developments of 10 or fewer housing units on a single property that was, as of January 1, 2007, "legal parcel" pursuant to the California Subdivision Map law. Splitting, dividing, or sub-dividing a "legal parcel" of January 1, 2007 to approve more than 10 housing units is not allowed.

I reviewed both the preliminary grading plan drawing (page 52) and the slope map (page 68) for compliance to the 25% rule. To check for compliance with the 25% rule, I used an averaging method which uses a 40' linear dimension. If there are five or more contour lines that occur in that 40' length as measured perpendicular to the contours, then the slope is more than 25%. This method is perhaps more generous than other methods proposed, but it tends to eliminate small slope inconsistencies.

Using this method, I found that 12 of 52 lots appear to violate the PP rule prohibiting development on slopes greater than 25%. Those lots are 4, 5, 29, 30, 33, 34, 35, 36, 37 and 38. There is a note on the drawing on page 68 about man-made slopes being exempt from PP, but as you can see in the text of the initiative, there is no such exemption provided for. Such exemptions can not be created without going to a public vote. Additionally, the service road between the courts behind lots 26 and 30 crosses slopes

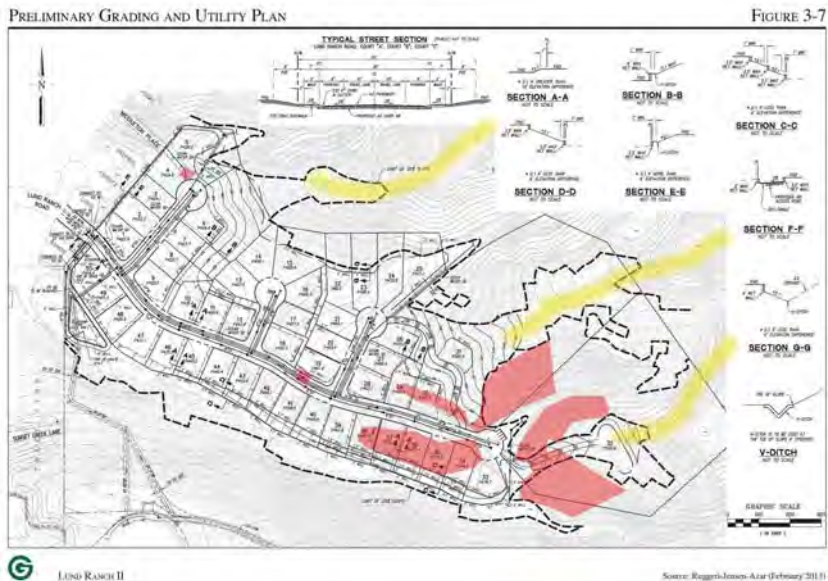
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I-48

greater than 25%. Finally, the main road also crosses slopes greater than 25% near lot 19 and then again near lot 35 and 34. The best I can tell there must have been a software mistake on the slope map adjacent to lot 19, because the slope in that area is steeper than the slope map from page 68 indicates.

The initiative also prohibits homes from being sited within 100' vertical feet of a ridge. I believe that lots 32 and 31 clearly violate that rule as they sit directly on a ridge. While the ridge where lot 31 sits becomes less distinct after the "knob" at elevation 591', even using the City's controversial "last hill" definition, the fact is that the proposed home base elevation of 500' is not in compliance. In addition, lots 15, 16, 22, 23, 24, and 25 appear to encroach on the 100' vertical limit on the ridge to their immediate north.

Below is the grading map from page 52 marked in red with the areas greater than 25% (in the areas proposed for development or grading) and showing the ridges in yellow near the proposed development area.



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Given that a significant number of the proposed lots (nearly half) are not in compliance with PP, it would appear this development proposal requires significant modification in order to be considered.

Sincerely

Allen Roberts

Response to Comment I-48 Roberts - 01: The comment provides an alternate interpretation of methods to be used in the determination of slopes for project evaluation. The Slope Map, Figure 4.1-3 on Draft EIR page 4.1-13, was prepared by Ruggeri-Jensen-Azar (RJA), a civil engineering firm that has extensive experience in civil engineering and land surveying. The 25% slope limit line has been considered by City decision makers to be a nominal value (Figure 3-2, page 3-6 of the Draft EIR) and to provide sound direction to the applicant's consulting engineers for the project's design. City decision-makers considered the merits of a slope averaging formula in locating the 25% slope line, and rejected it as not compliant with Measure PP, because a slope averaging formula would potentially allow development in areas with slopes that exceed 25%.

As stated previously, the City Council will determine the project's conformance with the language of Measure PP and the Council's determination will include all pertinent information identified in the Draft EIR as well as public comment and opinion. CEQA Guidelines Section 15151, *Standards for the Adequacy of an EIR*, indicate that an evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreements about methodology or conclusions do not make an EIR inadequate. The courts look for adequacy, completeness, and a good faith effort at full disclosure. The Draft EIR fulfills this purpose.

I-49

From: Gary Sabo <gkskis@comcast.net>
Subject: Supporting Ventana Hills draft EIR
Date: August 23, 2014 at 1:30:29 PM PDT
To: Marion Pavan <MPavan@cityofpleasantonca.gov>
Cc: Blaise Amy Lofland & <balofland@me.com>

Mr Pavan,
We are residents of Ventana Hills and fully support the letter written by the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II.
Gary and Karen Sabo
1138 Lund ranch Road
Pleasanton CA 94566

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Response to Comment I-49 Sabo - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and the Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

I-50

From: Scott Schafer [<mailto:scott.schafer@workday.com>]
Sent: Thursday, August 28, 2014 8:29 AM
To: Marion Pavan
Subject: Lund Ranch II

Mr Pavin – I am emailing you to show my support of the Ventana Hills Steering Committee letter dated 8/15/14 that you received.

In addition to my support of this letter, I have a question about the EIR report and if it accurately addressed the traffic impact on Independence and Junipero Streets. While I know the EIR mentioned traffic counts at specific locations on these two street, I am not sure it took into account or made any mention how the streets are currently being used and how the additional traffic would impact the safety of the street and those that use the park. Last night was a perfect example: 2 youth soccer teams were using the park and I counted 22 cars parked on Junipero Street boarding the park. Since the Sycamore Creek/Sunset Lane option doesn't support a park with cars parking on it, I think the additional traffic impact between the two access options is completely different and should be noted within the EIR.

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Thanks

Scott Schafer

Response to Comment I-50 Schafer - 01: The responses to comments from the Ventana Hills Steering Committee letter are included in Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and in the Responses to Comment O-4 Ventana Hills Steering Committee - 01 through - 05. Table 4.6-1, Road Segment Volumes and Analysis Results Summary (Draft EIR, p. 4.6-4), and Figure 4.6-2, Existing Daily Roadway Segment Volumes (Draft EIR, p. 4.6-5), show that the existing plus proposed project trip volumes on Independence Drive and Junipero Street by Mission Hills Park would be 1,940 and 1,820 trips per day, respectively. Both trip volumes are less than the City's Average Daily Traffic standards for a two-lane residential collector street (3,000 to 6,000 trips) in the Pleasanton General Plan (Table 3-2, Desirable Traffic Volumes Per Roadway Type). The trip volumes identified in the Draft EIR are a daily average and may not account for a "spike" in the traffic volumes on the streets fronting the park due to an event, such as the soccer matches, as described in the comment. Periodic increases in traffic due to events, combined with project-related traffic, would not result in significant traffic impacts along Independence Drive or Junipero Street beyond those identified in the Draft EIR because they would not be considered permanent changes in the physical environment. Note that on-street parking is provided along the park's public street frontages and that crosswalks are provided to the park on the south and west "legs" of the three-way intersection of Independence Drive with Junipero Street

I-51

August 21, 2014

Planning Commission
City of Pleasanton

PUD-25

Dear Commissioners Greg O'Connor-Chair, Nancy Allen-Vice Chair, Members Herb Ritter, Jack Balch and Gina Piper-Alternate:

In reading through the DEIR for Lund Ranch II I find the historical references incomplete and inaccurate. I am the third generation of five generations of Spotornos in Pleasanton. The Spotorno Family were the original owners and operators of the parcel that later became the Lund Ranch, and our common fence lines still exist to this very day. Therefore, I would like to fill in some of the missing and incorrect pieces of information contained in this DEIR report. I am perplexed as to why Mr. Holman failed to contact me or my family to obtain the correct information and history of the ranch for his report. I am 88 years old and spent a lot of time growing up on that property working and hearing the stories told by my Father, Alexandre Spotorno and his Brother, my Uncle Emile Spotorno, and living part of the history explained in the DEIR.

First of all, our name is misspelled in the report several times as "Sportono" and as "Spadorno" in the Holman report. The correct spelling is SPOTORNO.

Agriculture was the business of the day in Pleasanton prior to 1870 all the way through the 1960s when housing developments began to be built, and continued to thrive through the 70s and 80s. Jackson-Perkins had more than 500 acres of roses on the Bernal property, and claimed to be the largest rose grower in the nation. When the roses were in full bloom, it was an awesome sight to see. Dairy farms, cattle ranches, sheep ranches comprising 30,000-40,000 sheep in this valley, walnut and almond orchards, sugar beets to supply the sugar mill in Alvarado, tomatoes, beans, grain, hay and all kinds of crops, including hops on Hopyard Rd. all comprised the agricultural industry in this town.

My Grandfather's brother, Jean Baptiste Spotorno started ranching in Pleasanton in 1867 on what is now the Lund Ranch parcel. He and my Grandfather, Gaston Pierre Spotorno worked together to build that ranch. What is now Independence Drive was the original Minnie Road, (named after my Grandmother Wilhelmina Spotorno), and was the entrance to the ranch. My Grandfather planted the Eucalyptus trees still standing today lining that road.

The Olive trees referred to in the report were planted for tax purposes. Workers harvested the trees with long bamboo poles and tarps on the ground, sorted the olives and sold them for olive oil. The income earned paid the taxes for the ranch.

There were two nice barns: one was a huge metal barn used for livestock feed storage and equipment, and the other was a redwood barn used strictly for hay

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I-51

storage and feeding livestock. The feed pens and cement basins were used to feed the pigs. There were cattle and Hampshire sheep raised for lambs on the ranch, with a huge screen chute leading to a cement basin dug into the ground to use for fly-control dip for the cattle. The cattle always protested going into that chute. East of the main house between the two barns and overlooking the corrals was a red bunkhouse for the ranch workers. The south part of the ranch was devoted to growing high-quality red-oat hay. This was in the days of the horse and buggy, and the Spotorno red-oat hay enjoyed an outstanding reputation and was in high demand. The Bonde Family baled the hay, and as a boy I also helped when I was old enough. The Quonset hut was not on the property prior to 1938.

The Family, being from Bordeaux France, had a rich history of growing grapes. There were more than 50 acres of head-pruned grapes with a sophisticated watering system. Some of these grapes were sold to the Garatti Winery, which later became the Scotto Family Villa Armando Winery on St. John Street. The more expensive grapes were sold to the California Market in San Francisco. Grape cuttings were also given to both the Wentz and Concannon Families for their vineyards. Unfortunately, when Prohibition became law, sadly, the grapes were removed from the property. My Grandfather's motto was "Honesty is the best policy" and he refused to break the law. He was a civic-minded gentleman who supplied labor and materials to help build the old Pleasanton Elementary School. He was also involved in many civic affairs, including alerting Pleasanton to the fact that the Spring Valley Water Company, predecessor to San Francisco Water Dept., had designs on Pleasanton's water supplies, which would have had a great negative impact on Pleasanton's agriculture industry.

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The old ranch house was built in the late 1890s/early 1900s. There was a very nice wine cellar in the basement in the back portion of the house, which backed up to the hill to keep the cellar cool. There was no electricity, so candles and gas lamps were used for light, and a wood-burning stove was used for heating and cooking. With no indoor plumbing, an outhouse was provided in the flat area in the middle of the yard. The house had expensive high-quality doors for insulation, and huge doors guarded the entrance to the wine tanks in the cellar. The bedrooms were above the cellar. There were two master bedrooms with fireplaces, one of which was adjacent to the kitchen. On the porch above the garden were three children's bedrooms.

When my Uncle Jean Baptiste died in 1894, he left the ranch to my Grandfather who with my Grandmother continued to add outbuildings for various farming operations and expanded the size of the ranch to include what is today the Spotorno Ranch. When my Grandfather died in 1923, he left the ranch to his five children – my Father Alexandre, my Uncle Emile and their three sisters. The Great Depression took a huge toll on the family, and the three sisters wanted to sell their share of the ranch. In 1938 Alexandre and Emile split the ranch, with Emile getting part of the original parcel, which he sold shortly afterward to the Lund Family, and Alexandre retaining what is now the existing Spotorno Ranch.

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Attached is a sketch by my son, John Spotorno, of the original ranch house as it now exists. Unfortunately, it's difficult to determine the splendor it once was, but if at all possible, I would love to see it restored to its original beauty. In addition I have several pieces on my ranch of the old farming equipment used by my Grandfather and his brother. If that would be of any historical significance to the City, I would be happy to discuss the possibility of contributing to a historical site that might be considered for the Lund Ranch II project, (as mentioned in the DEIR), to honor Pleasanton's agricultural significance and history.

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Thank you for your time and consideration.

Respectfully,



Alex Spotorno
P.O. Box 487
Pleasanton, CA 94566
(925) 846-2396

cc: Marlon Pavan, Associate Planner
City of Pleasanton

I-51



Response to Comment I-51 Spotorno, A. - 01: The Draft EIR (pp. 4.10-1 through 4.10-4) presents a summary of the Lund Ranch history as compiled in 1990 and 2003 reports prepared by Holman & Associates and a 1999 report prepared Archaeological Resource Service. The reports conclude that the main house on the Lund Ranch property did not qualify for the California Register because of its state of deterioration and previous structural modifications. As identified in Mitigation Measure 4.10-2 (Draft EIR, p. 4.10-7), preparation of a comprehensive historic account of the site's history and structures including an inventory of structures, landscaping, and debris, prepared by a qualified consultant and provided to the local historical society, is required and would reduce any impact of clearing the site to less-than-significant level. The information in the letter provided by the commenter will be considered when the comprehensive historic account of the site's history is prepared. The Spotorno family's offer to donate farming equipment will also be considered when the implementation of the mitigation measure is undertaken. The comment provides extensive and detailed information about the Lund Ranch history and this information is included herein as part of the Final EIR.

I-52

From: John Spotorno [<mailto:jspotorno@hpsarch.com>]
Sent: Wednesday, August 20, 2014 1:48 PM
To: Marion Pavan
Cc: LaVerne Spotorno; Joanne Zachariades <jozach13@gmail.com>
 (jozach13@gmail.com)
Subject: Lund Ranch II DEIR

Dear Marion,

We wanted to add some last minute grammatical corrections to an email sent earlier today. If it is not too late, please include this version of our comments. Thanks.

Thank you for collecting comments for the Lund Ranch II DEIR for consideration by the Planning Commission. We have not had time to read the whole document word for word but wanted to raise a couple of thoughts after a brief review.

1. We are not sure if after the project is complete that the slopes generally to the north of the project will be visible, but there appears to be some significant hillside grading which, as we have seen from the work done behind the golf course, doesn't ever seem to look "natural" again. Can care be taken to blend the grading, soils, new planting, and drainage to reduce the impacts of the grading as these slopes will become the backdrop to the new neighborhood?
2. The plan calls for removing 146 trees, 80 of them Heritage. We are surprised that mitigation is to plant new ones and not try to save more of at least the heritage oaks many of which are hundreds of years old.
3. The plan proposes a 1:1 mitigation ratio for the California Tiger Salamander. We've been told in regards to possible development on the Spotorno Flat (no existing trees, minimal wetlands) that mitigation for the CTS in Southern Alameda County is a minimum 3:1? Are there special considerations for this site to allow a lower mitigation ratio. Also, we did not see anything for future residents about protection from predators, I.E. Foxes, Coyotes and Mountain Lions which have been seen often in this area. Are there examples of policies for dealing with these animals in close proximity to residential neighborhoods when these neighborhoods abut open habitat.
4. There is no mention of the impact a new residential neighborhood with public open space and public trails will have on existing rural agricultural (Foley and Spotorno) The trail of most concern is the one paralleling the access road on the south side of the project ending at Foley's property line. There needs to be in the plan improved fencing and signage as well as enforcement to maintain the secure integrity of the existing ranches. Even the city water tanks will be more susceptible to vandalism. Would this be the time to reconcile the mistake our family made with the existing fence location that originally divided the ranch in the 1938? One idea would be to move the existing fence off the very steep side slope up to the edge of access road where it could be more easily maintained? Or, maybe have the project add a new fence along the access road to discourage trespassers into the creek.
5. Will there be any mitigation and control of the many known California listed invasive weeds on the remaining open space around the project site as well as rodent control? These are issues the city has never really addressed effectively in the golf course open space where both nuisance plant and animal species are continuing to densify and spread onto neighboring properties.

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6. To be on the record, in terms of access alternatives, we would support the proposed access extension of Lund Ranch Road and would not support a connection to Sycamore Creek Way.
7. Finally, although this is the EIR phase and not necessarily about design, we are saddened by the complete loss of that ranch family heritage. Seems like the design of site elements and architecture of the homes might somehow relate better to the specific location. The plan feels like more of the same suburban development seen just about anywhere.

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Sincerely,

John Spotorno, AIA, LEED AP

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Response to Comment I-52 Spotorno, J. - 01: The proposed project is designed to minimize visual impacts by concentrating building pads and streets within the flatter areas of the property, typically below an elevation of 475 feet; the proposed development includes two lots with building pads over an elevation of 500 feet and 530 feet, respectively. The Draft EIR provides an evaluation of the project's aesthetics and visual impacts in Chapter 4.2, and includes visual simulations of the proposed based on the proposed project design and landscaping plans. The Draft EIR concludes that the proposed project will be visible at adjoining developments and off-site properties, but that changes to views that would result from the project would be less than significant.

Response to Comment I-52 Spotorno, J. - 02: The Draft EIR presents a discussion of the Tree Preservation Ordinance and its provisions on pages 4.3-20 and 4.3-21 of the Draft EIR. Mitigation for the loss of trees on the project site is addressed through Mitigation Measures 4.3-1a and 4.3-1b. As discussed on page 4.3-19 of the Draft EIR, the City, through the Tree Preservation Ordinance, promotes the public health, safety and general welfare of the city while at the same time recognizing individual rights to develop and maintain private property in a manner that will not be prejudicial to the public interest. The City Council recognizes that under certain circumstances heritage trees may be properly removed. Those circumstances include heritage trees situated on undeveloped land such that their preservation would preclude feasible development of the property (Ordinance 1737 § 1, 1998). The land that will be preserved as a permanent open space will preserve approximately 91% of the total trees on the property, including 71% of the total Heritage size trees.

The potential impacts associated with the loss of oak woodland and tree removal are described in detail on pages 4.3-22 through 4.3-28 of the Draft EIR. This discussion includes various mitigation measures

that would reduce the significance of tree removal impacts to less than significant levels. Other measures to avoid potential effects to oak woodland would include the relocation of specific oak trees or custom design of lots proposed in the vicinity of specific trees. The proposed site plan submitted as part of project is consistent with the City's Tree Ordinance.

Response to Comment I-52 Spotorno, J. - 03: For the purposes of the CEQA analysis, the not less than 1:1 mitigation ratio described in Mitigation Measure 4.3-2a is considered sufficient to reduce the impact of the project on loss of aestivation habitat to a less than significant level, given the specific circumstances on the site, particularly: there is no remaining breeding habitat on the site, the former stock pond ceased functioning as breeding habitat when the berm (earth dam) was breached around 2000, it is very unlikely that any CTS from the former stock pond are still alive, and the nearest breeding pond is approximately 1,900 feet from the proposed development. The 1:1 ratio does not preclude the establishment of a higher mitigation ratio, in the event that a higher ratio is required by the United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) during the permitting process. Encounters between project residents and wildlife, including mountain lions and coyotes, would be expected to occur infrequently, similar to other neighborhoods that abut open space. If such encounters occur, and there are safety concerns, the appropriate authorities (including the Police Department and CDFW) would be contacted.

Response to Comment I-52 Spotorno, J. - 04: The comment notes the need for the project to address access and security concerns associated with the proposed open space area, regional trail, and adjoining properties shown on the upper slopes of the Lund Ranch II property. The proposed trail is consistent with the City's Trails Master Plan and would form part of the regional trail system linking the hillside areas surrounding the City. Issues attributed to the usage of this trail by the public, including security to adjoining properties, would be reviewed under a master fencing plan submitted for the entire development. However, potential trespassing would not be considered a significant environmental impact.

Response to Comment I-52 Spotorno, J. - 05: Chapter 4.3, Biological Resources, of the Draft EIR provides an extensive discussion of the distribution of non-native species such as non-native grassland on the Lund Ranch. The proposed project would include 161 acres of public open space that would be under the jurisdiction of the City of Pleasanton that would help retain the rural open space character of the site and surrounding area. The proposed landscape plan for the project features native and non-invasive species. Therefore, the project would not be expected to increase the colonization of surrounding open space areas by invasive species. Similarly, the proposed project would not be expected to generate large rodent populations that would adversely affect adjacent areas. The provision of 161 acres of open space on the site would provide permanently-protected habitat for rodent predators that would assist in keeping rodent populations in-check.

Response to Comment I-52 Spotorno, J. - 06: The comment expressed a preference for Scenario 1, Proposed Project, referred to as Option 1 as evaluated in the Draft EIR.

Response to Comment I-52 Spotorno, J. - 07: The comment addresses concerns about the project design and its suitability to the site; the comment does not include environmental issues of the Draft EIR.

I-53

-----Original Message-----

From: Robert Wick [mailto:rvwick@comcast.net]

Sent: Wednesday, August 27, 2014 1:47 PM

To: Marion Pavan

Subject: PUD-25

Dear Marion,

I urge you to support option #1 of proposed plan to develop the hills above our neighborhood. This is the best option to minimize the environmental impact on hillside and preserve the views. Also, option #1 will have least effect on traffic flow. Than you.

I01

Robert Wick
5731 Hidden Creek Ct
Pleasanton

Response to Comment I-53 Wick - 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

I-54

From: Sue Wittenau [mailto:swittenau@aol.com]
Sent: Wednesday, August 06, 2014 3:18 PM
To: Marion Pavan
Subject: Greenest Homes draft EIR

Marion Pavan,

Responding to the Notice of Public Hearing. How can the city consider building more homes when we are in the middle of a severe drought? Why isn't a building moratorium being considered in light of our lack of water?

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Sue Wittenau
5127 Independence Drive

Response to Comment I-54 Wittenau - 01: Water supply services are provided by Alameda County Service Area 7 and addressed by the City's 2010 Urban Water Management Plan, Figure 3-1, p. 3-7. Discussions with representatives of the County agency have indicated that there are no pending restrictions on new water service connections, provided the proposed connections are within an urban area already served by the Agency. Additional information concerning water issues is provided in Section 9.2.2, Master Response: Water Supply Issues (page 9-6).

I-55

-----Original Message-----

From: kyle zander [mailto:wkzander@yahoo.com]

Sent: Wednesday, August 27, 2014 4:06 PM

To: Marion Pavan

Cc: wkzander@yahoo.com

Subject: Re: Item #PUD-25: Planning Commision Hearing on Lund Ranch II

Dear Ms. Pavan,

I am homeowner in Bridle Creek. I would like to express my support of Option 1 of the proposed plan to develop the area around my neighborhood. This Option, using Independence Road / Lund Ranch Road, promotes environmentally responsible development and is the in line with the voter-approved Measure PP. Further, this route would better leverage the existing major traffic route infrastructure, and would also minimize the stretch of neighborhood streets filled with pedestrians, cyclist and children that residents of the new community would need to traverse.

I respectfully request that these considerations play an important part of the evaluation of this important decision. If I can be of any further assistance in this decision, please let me know.

Very truly yours,

W. Kyle Zander
809 Sunset Creek Lane
Pleasanton, CA 94566
214-668-5003

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Response to Comment I-55 Zander – 01: The comment expresses a preference for Scenario 1, the Proposed Project, which is referred to as Option 1 in the environmental review of alternatives provided by the Draft EIR.

9.3.2.4 COMMENTS RECEIVED ON THE DRAFT EIR DURING PLANNING COMMISSION HEARING**DRAFT**

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- a. **PUD-25, Mike Meyer/Tim Quinn, Greenbriar Homes, Lund Ranch II**
Review and provide comments on the Revised Draft Environmental Impact Report (July 2014) for the Lund Ranch II Planned Unit Development, a proposed 50-lot residential development located at 1500 Lund Ranch Road (end of Lund Ranch Road). Zoning for the property is PUD-LDR/OS (Planned Unit Development – Low Density Residential/Open Space) District.

Recused:

Chair O'Connor recused himself from participating in the matter and left the dais. Commissioner Allen took over as Chair for the item.

Allen: So do we have a staff report on this?

Marion Pavan: Yes we do. Chair Allen and members of the Commission—I'll be very brief. We're essentially on PUD-25, comments on the revised draft EIR for the Lund Ranch II development located at 1500 Lund Ranch Road. I will defer to Brian for the first three bullet points.

Dolan: So I just wanted to take this opportunity to repeat the announcement I made earlier about what the purpose of this hearing is. It's not a public hearing on the project. It's essentially that the Planning Commission has been asked to host a meeting where people can submit and give comments on the adequacy of the Environmental Impact Report, comments about which alternative is preferred that's identified. That's something that will be useful to us when we have a public hearing on the project. Right now, what we're trying to do is get comments on the EIR. We will respond to those in writing and we will not be responding to the comments tonight. We will give a full, thoughtful, written response on any comment that addresses the adequacy of the Environmental Impact Report and that's combined/put together in a document that identifies the speaker or the comment, and then a response. Sometimes it's a change in the EIR. Sometimes it's an expansion of some explanation about certain sections of the EIR in response to the comment. But again, it's a somewhat limited scope but I know that it's sometimes hard to distinguish, but we're just asking everyone to do their best to try and focus on the EIR.

Pavan: Bullet point number 3—comments will be addressed in response to comments combined with the revised draft EIR. The Final EIR also includes revisions to text as well as a mitigation monitoring and reporting program which is required by CEQA. The EIR is an information document only. It addresses impacts, mitigation, those impacts that cannot be mitigated and alternatives. The purpose of the EIR fulfills CEQA requirements, addresses environmental impacts of the project. This EIR as any EIR does not constitute approval or rejection of the project. Approving the final EIR or finding it complete for CEQA does not compel the City to approve it. The City can still deny the project. Approved mitigation measures must be incorporated in the project either as revisions to the design or as conditions of approval. This is an aerial view of

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the Lund Ranch property. Lund is located right here, Linn, Kottinger, this is the Fahi development, Ventana Hills, the Sycamore Heights development and right down here, the Bridal Creek development, site plan of the project showing 50 lots, 43 production and custom, Lunch Ranch road, grading, property lines and so forth. This is a summary of the project. One item is with house sizes, the retention pond.... The revised draft EIR discusses 13 environmental subjects that pertain to the proposed project. The following slides briefly summarize the staff report pertaining to the General Plan, the video analysis and traffic. The proposed project conforms to the General Plan. The site has a maximum density of 141 units and a unit point density of 82. Measure PP and Measure QQ passed by the City Council by referendum and City....let me back up....Measure PP and Measure QQ were passed by a vote of the people. The proposed development must be refuted in the City's own review process subject to provisions of the PP and QQ. Typical provisions of the General Plan, zoning code and other applicable regulations. Visual analysis. Under CEQA, analysis of visual impacts focus on changes of public viewing points. The viewing points in the Draft EIR are representative of public locations. Public viewing areas do not include views from private homes or properties. In general, the project is not highly visible from such public areas of the City as the Bernal Sports Park in downtown Pleasanton by 680. Lund is not widely visible from any single ground level viewpoint until entering the property from Lund Ranch Road. However, the project will be visible from private areas from homes and yards that have a direct view of the Lund Ranch site.

Traffic analysis: In evaluating four intersections, several local streets, impacts were found to be less than significant except for northbound/southbound, I-680 Sunol Blvd. entrance and exit ramps. Mitigation is from local and visual traffic impact fees. This shows a diagram showing Lund Ranch streets and access points, Lund Ranch, Milton Place, Lund Ranch Road coming from Ventana Hills, Sunset Creek Lane coming from Sycamore Heights and also Sycamore Creek Way which projects downward and one day will meet up with Happy Valley bypass road. The revised Draft EIR analyzed in addition to the proposed project a total of 8 traffic access alternatives in terms of various combinations of street....view. Here, I'll turn it back to Brian Dolan.

Dolan: I don't want to beat a dead horse because we don't have a full room, but it's just to reiterate the purpose and I'll leave it as that.

Allen: Alright, is that it for staff?

Dolan: Yes. I would want to remind everyone to note that written comments are treated exactly the same and we have received a number of them. A lot of those that have been received are not on the EIR. They are on the project. We will save those and they will be evaluated and submitted to you. Again, we've been forwarding comments we've gotten so far to you. They will be more relevant at the next hearing because there is so much on preferences. But we do take additional comments beyond tonight through the end of day September 2nd.

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Allen: Great, and then someone asked me if there's any more weight given to one person asking the question versus 10 people asking the same question. Is any more weight given to one or the other.

Dolan: Well, the obligation that we have is to provide an answer to the question. So what happens is often you'll get 20 people asking the same question. We'll answer it once and when it's asked the next time, the commenter will be recorded and if they have a certain twist on it, you might get something new, but often it will say, see response to comments and it will send you back to the original comment. So a valid comment's a valid comment if one person makes it or 20 people make it.

Allen: Thank you. Alright, are there any questions of staff before we open the public hearing? Alright, so we're going to open the public hearing now, and as I do this I want to make sure I have speaker cards for anyone. It looks like most of you that are in time management mode here, it looks like we're going to have 7 speakers, 8, and each speaker will have about 5 minutes so I'll read the first name and the second name, and if you're in the back if you could come forward if you're the second speaker, we'd appreciate it. And also as with many of these public hearings when we have a number of speakers, we always encourage people that if you already heard someone who is speaking and you have the same position, it is perfectly acceptable to come up and say you totally agree with speaker A, B, and C. So don't feel like you need to repeat that. And with that, I think I'm going to start with; I'll mix the cards here and we'll start with Bill Lincoln.

THE PUBLIC HEARING WAS OPENED.

Bill Lincoln: Good evening. First of all, thank you for what you do. I know sometimes it probably feels thankless up there, but we appreciate it. I'll be brief. Just a couple of comments about the EIR, okay? First being, what was the process to identify and then develop the alternate access scenarios for Lunch Ranch? Were there other scenarios considered and then left off or was everything that was considered added to the EIR? What was the process for doing that? Was there input from neighborhoods? Was it the planning department? Was it the Planning Commission? The developer? Was it the Ventana Hills neighborhood? What was that process if you could respond to that. Secondly, yesterday I measured Sunset Creek Lane which is my street. It's 29 feet wide. If there's a car parked on each side of Sunset Creek Lane there is only enough room for one car to go down the street, okay? So I think that's significant and it's not included in the EIR. We went down and measured Independence Road and Lund Ranch Road and Junipero and they are all 37 feet wide and there is room for two—way traffic on all three of those roads and you can go all the way into Lunch Ranch Road. So again, I think that should be reflected in the next revise. And then last, there are several references in the EIR. There is some sort of agreement, contract, or something between the neighborhood which prohibits the use of Lund Ranch Road which is over 100 years, so if that document exists, I would like that to appear in the EIR also maybe as an appendix because that's significant and that also impacts many of us in that area. Thank you very much.

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Kay Ayala: It's nice to see new eyes up there and welcome. Just a couple of comments on the EIR. The trees; I read in there regarding the removal of 80 heritage trees of the 146 trees that will be removed, and I agree with John that his comments to save more heritage trees and that this please be addressed. So I would like that noted. And the other is on the view shed. The view shed when I looked in the EIR on Figure 4.2, 3a and 3b and it appears that they're showing the proposed site or proposed project in green. So if you see that and there's going to be houses there and they have a little green patch, and I thought that having been up on the site where the houses are going to be built and looking out over the valley, I've been told always that if you're standing in a certain position and you can see the valley, you're certain that from the valley, they're going to see you. And so I would like the staff to look at the view shed of the project once more. Now I'm going to take a little bit of time because of the time that was spent in the staff report on the roads, because that is my number one goal in this project, is to do the right thing for Pleasanton, do the thing that was planned since 1991 when Ken Mercer was the Mayor in 1991 and we were a community of character and to me that means to be true to the written word. And if you go back to 1991, the written word on the Lund Ranch said that this Lund Ranch, if it was to be developed, and that was the question, would access through North Sycamore. That was in 1991. In 1992, 1998, 1999 and 2003, 2003, 2011, and the General Plan of 2005. If you go through all the PUD's from 1991 until present day, you'll not find one document that designates Lund Ranch Road as an access road to this property. And I would like to meet with each of you individually if you would allow me the time to give you the history that should have been done for this application. Thank you.

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David Melangh (*need to check name*): Hi, good evening. My name is David Melangh. I will also try and be brief given the time we are here and I want to complement the Commission as well for your patience and dedication. I've never been to one of these Commission meetings before and it's an amazing experience to see the obvious dedication you have to the City of Pleasanton. And I also apologize; I'm not that experienced in reading EIR's. I have only two comments or questions to make. The first question or comment asks whether it is appropriate to consider the nature of the residence on the streets that you're studying. And I say this because we've had two facilities open up in the Sycamore Heights neighborhood recently. The first is the Sunol Care Memory Center and the second is the care bereavement facility, both of which are at the mouth of the Sycamore Heights neighborhood. The first of those facilities is the care facility. It is a facility that specializes in the care of Alzheimer's patients. The second of those facilities; the care bereavement facility specializes in the care of people who suffer traumatic brain or spinal cord injuries and it struck me that both of these populations are populations that would be particularly sensitive to changes in traffic patterns, in noise, to the sorts of things and scenarios that route significant additional traffic through the Sycamore Heights neighborhood. If I missed out on the EIR, I apologize. If it's not appropriate to consider in the EIR I apologize, but it strikes me as something that we might think about when we're evaluating different scenarios. On that subject, I would note as a Sycamore Heights resident, we sort of feel like we have done our share to some extent for the expansion of Pleasanton. We have two new facilities at

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the mouth of our neighborhood. Those two facilities increase traffic to our neighborhood. It seems fair to route traffic to the north end. That's as much as I'll say because I know we're supposed to keep our comments to the EIR. My second point on the subject of the EIR is to respond to a letter submitted from Ventana Hills advocacy group that talk a bit about the numbers and so I'll talk a bit about the numbers. Table 4.6.1 shows that there are 3,400 cars per day on the Sycamore Heights collection point. The busiest point for the second of the two proposed alternatives is something more like 2800 cars so I won't get into the nitty gritty numbers, but the point I had to make about the EIR, especially in response to the Ventana Hills commentary is that it might be more persuasive to phrase the EIR in comparative effects. For example, Ventana Hills complains the difference in decibel levels for example is only .2 between this proposal and this proposal, but if you look at the percentage increase between the noise level that we have right now in Sycamore Heights and the proposed noise level, it's something like a 20% increase in road noise whereas the increase in noise level for Ventana Hills is something more like a 5% to 10% increase in noise level. In constructing a response to the Ventana Hills commentary, you might consider that point, namely that the wrong numbers are important but comparative numbers are important as well. Those are my comments and thank you very much for your time.

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Phyllis Lee – left; did not speak

Justin Brown: Alright, I submitted comments previously. Thank you very much for hearing us so late. I'll be very brief. I just want to speak on behalf of my neighborhood which is the Ventana Hills neighborhood in support of the letter we submitted from the Ventana Hills community, specifically addressing the EIR. The letter addresses the EIR and points out a number of inconsistencies and apparent biases in the assessments which often states as you mentioned in the slides was the option from the lay person's perspective was always from previous Council decisions which was a property evaluated from a legal perspective. Also, it makes a distinction in the table that a .2 decibel difference is significant but in the other scenarios it is not significant, I think is a bit erroneous especially when we heard tonight about car washes and street noise being excessive so I don't think a .2 decibel difference as an example makes a material difference in the EIR report. I just wanted to say because my neighbors are not here, to talk tonight and speak on behalf of them and support the letter.

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Chris Markle: I, along with my fellow citizens, would like to thank you for what you do. This is my first time at one of these and it's fascinating and I'm glad you're going to(can't hear, but laughter)....Like David, my neighbor, well first of all, I live in Sycamore Heights in the community above Lund Ranch, at least I view it as being above Lund Ranch, and like him, he happens to be an attorney, but he is not a land use attorney. I'm not even an attorney, but this is literally the first EIR I've read, so if I make a comment that's outside the scope of the EIR comment, I apologize, but I think I'm on target here. My fundamental concern is around the adequacy of the EIR with respect to the environmental impacts of Lund Ranch Road and entry options. My comments are fundamentally around that area. The first question I have is, does the EIR cover the environmental impact of properties outside of the actual Lund Ranch II area, for

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example, the section of unfinished property above Sunset Creek Road and above Sycamore Creek Way. I'm not sure if those properties are sort of inside the Lund Ranch II area or outside of it, and that would relate to two more points I have. So that's one question, and that kind of relates to sort of the area of environmental impact around this kind of visual area. As you guys referred, the EIR refers to visual analysis. I saw other references in the EIR regarding aesthetics and the visual analysis area does not address the mighty aesthetics of running a road through these hills at the top of these areas I'm talking about at the top of Sunset Creek down into the property, up into Sunset Creek down into the property or similarly for Sycamore Creek Way. So, now possibly the EIR is focused on like a primary alternative, but as just mentioned, also a secondary alternative for traffic, so if we're going to talk about the 8 different scenarios, I think we have to consider the aesthetics associated with those 8 other scenarios and I'm not sure that was adequately covered in the EIR. So, maybe this comment is related. The access scenarios in the EIR have a basic layout of alternatives from above. It showed the layout of the various road alternatives, ingress or egress alternatives from above, okay? And those are helpful, but since there are alternatives in those 8 alternatives that cross hills, I think there should be diagrams, mockups, simulations, etc. that show these elevations coming in or out of the property and these various other alternatives from sort of a sideways view as opposed to a vertical view. Looking down at it from up top sort of masks I think some of the aesthetics and visual impacts of these various routes. So, I did get the sense that maybe those exist and are sort of part of the EIR, but I didn't see any of those diagrams or simulations in the EIR, and I would encourage that. My last comment relates to something I just learned about tonight. I'm not sure this is in the EIR or in the staff report, but we're going to be hearing about in the conduct of this evaluation and we're going to hear about this Bondi Ranch PUD 90-18 where there were apparently some conditions about street connections associated with that approval that was made in the past. I think it needs to be clarified. Again, I saw this mostly in the staff report and I'm not sure if this is in the EIR or staff report, but I think we need to clarify with respect to those other two roads or other two accesses associated with the Bondi Ranch agreement, I think we need to clarify where at the time of PUD 90-18 where Lund Ranch Road has been in because it's confusing to me when I read the staff report and the EIR whether those two connections were in addition to Lund Ranch Road or instead of Lund Ranch Road, so if you could just clarify that. If it is appropriate in the EIR--that would be helpful too.

05

Raj Rasagopalan: Good evening. Thank you for your service, patience and time. As usual, I knowBridal Creek and on the side road and I'm always at your Planning Commission and Council meetings, etc. I very much agree with John's photos and memos which was part of the package. I also want to make sure that in the EIR there is 140 trees of which 80 of those integrate streets. I wish we could save some of them because that number looks like an awful lot even when we don't get to see much of it now, but to lose that many trees I think would be a little bit of an issue I would say. The other thing I would say is that one of the speakers before me from Sycamore Heights area said that there are two care centers right around the part of Sycamore Creek, and I see people, the elderly in wheelchairs, etc. and sometimes attendants don't even pay attention to them and I see them almost where the bicycles are and that's where those

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folks are. One more mitigation you may want to look at is ...45:56....those guys, that traffic is good for Pleasanton. There's definitely more jobs out there because you go to It used to take me two minutes. Now I wait in the car for five minutes. So I see the traffic coming in too, so you may want to address that also. The traffic light takes more time now because there arecoming into the complex there.... But the most important thing I think is when folks come by and people drive by and you see old folks there on the side and there are two or three per evening and that's something you may want to look at....thanks a lot.

06

Amy Lofland: I'm an original owner at Ventana Hills and a member of the Ventana Hills Steering Committee. To give you background, the Ventana Hills Steering Committee was formed as a result of a motion adopted by the Pleasanton City Council at the April 2, 1991 meeting to provide orderly input from Ventana Hills and other surrounding neighborhoods to reach successful negotiation of the Bondi Ranch development known as PUD 90-18. These discussions and negotiations between the developer were initiated by then Mayor Ken Mercer and the agreements are significant as they were negotiated in cooperation with Brian Swift of the City of Pleasanton Planning Department, agreed to by the residents of Ventana Hills, the developer Chappell Industries of Northern California and adopted by the Pleasanton City Council. All committee members appointed to the steering committee were at the time and continue to be residents of the Ventana Hills Subdivision. Along with traffic circulation for the Lund Ranch II property being discussed during the Bondi development negotiations, further meetings and workshops were held in 1991 and 1992 between surrounding neighborhoods in the southeast Pleasanton, Brian Swift from the Planning Department and other Pleasanton City representatives to lay out the foundation for the North Sycamore Specific Plan and the Happy Valley Specific Plan which were adopted into the General Plan. In your packet there is a letter from our committee dated August 15, 2014 which I hope you have had time to read. There is a lot of history over the past 22 years with regard to potential traffic flow from any development from the Lund Ranch II site. All past agreements and understandings with previous City Councils, the Bondi PUD 90-18, the North Sycamore Specific Plan and as re-affirmed by the City General Plan are that the traffic from this development would flow to the east/west collector now known as Sycamore Creek Way out to Sunol Boulevard. The list of documents substantiating this planned traffic flow is attached to your letter in your packet. There are a few areas I'd like to provide additional documents tonight to assist you in gaining a more complete understanding; a copy of the original letter of understanding from the Bondi Ranch PUD 90-18. This will help clarify Exhibit D in the staff report. As searched from both Sycamore Heights and Bridal Creek CC&R's which clearly detail the anticipation of future development to the east, including specifically this PUD and the road connections to this development, CC&R's were part of the closing documents each homeowner approved and signed prior to purchasing their home and their public record. This will help you understand that each homeowner in Sycamore Heights and Bridal Creek had full disclosure of the road connections to Lund Ranch II; page 10 of 10, connections to Sunset Creek Lane in the staff report. Another point I'd like to clarify on page 10 of 10; connection to Sunset Creek Lane; the last paragraph states "Construction of the street connection from the Lund Ranch II development to Sunset

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Creek Lane is not required to reduce congestion on Lund Ranch Road or to provide a second access for emergency vehicles." This is incorrect. The road connection at Sunset Creek Lane is required to maintain previous agreements and understandings and fulfill the City's adopted circulation plan with no connection to Lund Ranch Road. In order for this EIR to be legally adequate, the development of Scenario 6; the Sunset Creek Lane connection must be completed so our Planning Commission and City Council representatives have an approvable and environmentally reviewed option consistent with what the City's adopted Circulation Plan through the North Sycamore Area and the General Plan. Thank you.

07

THE PUBLIC HEARING WAS CLOSED.

Allen: Thank you. Alright, so at this stage I'm going to close the public hearing. I do want to thank all the speakers for your thoughtful comments and for being so concise. It was very helpful for us. Alright, I'm going to bring it back to us and ask who would like to start if there are any additional questions or issues you would like to have posed for consideration.

Ritter: Just a quick question to clarify. Is the original EIR started back before QQ and PP were approved?

Dolan: Yes they were.

Ritter: That's correct, so then it stopped and then we had all that going on and now this is the new one using the new PP and QQ citizen....

Dolan: Right. There was some stuff that we could use that you know, the project changed in response to PP and so it's new and it's all based on the current situation, so.

Allen: Are there any general questions before we have comments. Anybody else have any general questions? Okay, then any comments that need to be considered for the EIR?

Piper: I don't have specific comments other than to thank people for coming out and spending hours participating in this subject. Thanks for being here. You deserve a hand (applause).

Ritter: Okay, so just like Gina said, thank you all for coming but one thing I want to make sure we include in there is more details on the calculations on how we came up with the land –the exit and the egress rights including PP and QQ and a number of letters came in saying the calculations were based on rooftops or faces and I just want to make sure it's clarified in there using the PP and QQ approval. That's my only real note. I'm not sure what that comes under, but it was addressed in a number of letters that came in.

08

Balch: So I think because it's already been brought up by speakers, I think the heritage trees issue was brought up and commented in the EIR, but I do think that I'm not sure,

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but I'd like to see additional discussion about possible alternatives come from that other than the standard mitigation. The second thing that I'm having a little concern with is the connection point on the 680 in lieu of standard traffic impact fees which do not appear to do anything to that intersection. The fees will not help it.

09

Dolan: It's a legitimate question to ask and we'll respond to it in the EIR.

Balch: Okay, and I just want to be sure –that's perfect. The other thing is the QQ and PP items. I know there is an entire section on that. Where I have difficulty is that I see that comments are related to what structures are qualifying for or not so I don't know if I missed it or not, but that would be another broad leaf check to make sure there are definitions there.

Dolan: I'll make one comment on that. So PP doesn't address a lot of the detailed issues and ultimately it will be up to the City Council to determine. So if you read the analysis in the EIR on PP, it evaluates and discusses the various interpretations and ultimately we will not know the answer to those questions until Council opines on them and at this point, you know, that is what we intend to do. They will opine on some of those issues related to this project. We'll make use of them, and so the Commission's role will be, you know, when we're discussing the merits of the project, if you have opinions on that, it's perfectly legitimate and appropriate for you to say in the recommendation on certain aspects of PP implementation. It won't necessarily be an EIR issue, but it will be fair game in staff's analysis and almost all comments as I said are not necessarily _____. That doesn't mean we're going to ignore them. I mean fundamentally if you look at the comments, the way the road connects to the existing system was the primary issue and there is no way to avoid it. I mean, that is going to take up almost all of the discussion and there will be analysis outside of the EIR because some of it does include consideration of environmental impacts. To some extent it does, but ultimately it is about who has to put up with more traffic in their neighborhood and it's not necessarily triggering a level of service impact that you would identify in the EIR but it will still _____ involve? traffic whether or not the LOS slips to one level of service to the next.

10

Balch: To that end, ____ 57:43, I'll try and find the table that that issue _____. And as I recall, based on the traffic calculations, we're addressing various intersections, I mean 4 intersections beyond, or 3 additional intersections beyond the 680 interchange, and I'm assuming based on how Mr. Tassano does his work, those are the first to fail, right? That is why that is addressed?

11

Dolan: Any intersection that would potentially have an impact is evaluated.

Balch: Okay, thank you. And then I have no further comments on that and obviously, ____ (58:27).

Allen: Okay, my turn. I have 4 or 5 items. One would be that I'd appreciate a table in the EIR that includes the street facing setbacks proposed along some of the primary

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streets that have considered for major access points such as Sycamore Creek or Sunset or Junipero and just knowing what those setbacks are. Second, I'd like to get a copy of the disclosures that have been referred to and have that included somewhere in the EIR so we can see what the disclosures were. To new homeowners, I think it was maybe the Sycamore Creek area, but whenever they were related to this access point. Third is I would like to see a clear chronology around the history of this project relative to road access and agreements that have been made historically. QQ and PP, General Plan related to access, just as background. And then fourth, and this is just a little bit of a new __ that I think is deserving of it and that is to create a thorough analysis on, especially of Scenario 6 which would include the full mitigation measures for the scenario and some of the points of Ms. Lofland's memo I think is just really important and the Steering Committee for Ventana Hills so that we really understand; so that everyone understands what would be the issues and how could we thoroughly mitigate if they happened. That's it for me. I'd like to close this. Anything anyone else thought of? Excuse me; I'll open the public hearing for one speaker. If you'd want to stand up maybe for 10 seconds? What was your question?

12

David Melangh: Real quick, I'd like to know if you're going to do a detailed analysis of one particular alternative; why this one and why not all of them. Frankly all of them have been done in the EIR anyway.

Allen: Again, right now we're not taking questions from the audience. I think that will be noted. I think the important thing is that all alternatives be analyzed well.

Dolan: I'm breaking my own rule, but CEQ requires you to evaluate the environmental impacts of the application that is made. So that's why there's always concentration on one. It's the application that was made. We're also obligated to evaluate a reasonable range of alternatives and you determine those based on what our logical alternatives are. So that's what we did. Those don't have to be at the same level of detail because they could be easily dismissed, but you can ultimately approve a project that is one of those alternatives.

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Allen: Thank you for the clarification. Tonight, in letters we're receiving, we will get additional questions from people that help us to focus on which are the additional alternatives for their open questions and issues, and we will be looking at those additional questions and issues that come up. If you sir have additional questions or issues on other alternatives, by all means, please write a letter because all submissions can come in through September 1st at 5:00.

Dolan: September 2nd.

Allen: September 2nd, okay great. So thank you. I'll close the item and back to us. So I think that's it for this item, so we're closing this item and we'll bring you right back in.

Response to Comment PC-1 - Lincoln - 01: The alternatives selected for consideration in the Draft EIR were evaluated in accordance with Section 15126.6(a) of the CEQA Guidelines, on the basis of their potential to reduce or eliminate potentially significant impacts for eight resource issues and in response to comments received in response to the Notice of Preparation, public scoping meeting, and public comments collected at public meetings and workshops. The alternatives could feasibly be built in compliance with Measure PP, pending determination by the City Council as discussed in the “Issues to be Resolved” section (Draft EIR p. 2-28). The Draft EIR includes a sufficiently detailed analysis of these alternatives such that an alternative could be adopted by City Council without supplemental environmental review. Also refer to the Response to Comment I-30 Lincoln – 01 for traffic related issues.

Response to Comment PC-1 - Ayala - 02: Please see Response to Comment I-52 Spotorno, J. - 02 and Response to Comment I-52 Spotorno, J. - 01 for discussions of tree preservation and aesthetics, respectively. With regard to Figures 4.2-3A and 4.2-3B, the green shading described in the comment was added so that the reader could identify the project site in the distance. The visual effects of the project on this view are presented in the Draft EIR (p. 4.2-8 through p. 4.2-11).

Response to Comment PC-1 - Melaugh - 03: Please see Responses to Comment I-39 Melaugh - 01 through 07, and Response to Comment O-3 Preserve Area Ridgeland Committee - 01. Note that relative changes in noise or traffic are not considered significant impacts in and of themselves unless the change exceeds the significance thresholds established by the City.

Response to Comment PC-1 - Brown - 04: Please see Section 9.2.2, Master Responses: Measure PP Issues and History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, and Responses to Comments O-4 Ventana Hills Steering Committee - 01 through - 05.

Response to Comment PC-1 - Markle - 05: Please see Response to Comment O-4 Ridge and Hillside Protection Association- 05 concerning the level of environmental review required for alternatives to the project. Please see Section 9.2.2, Master Response: History of Adjacent Land Use Approvals and Related Ventana Hills Agreement regarding previous agreements.

Response to Comment PC-1 - Rasagopalan - 06: Please see Responses to Comment I-39 Melaugh - 01 through 07 regarding the increases in traffic volumes. Please see the Response to Comment I-52 Spotorno, J. - 02 on tree preservation. The City Council recognizes circumstances under which the preservation of trees would preclude feasible development of the property (Ordinance 1737 § 1, 1998). The amount and location of the land that will be preserved as permanent open space will preserve approximately 91% of the total trees on the property and 71% of the total Heritage size trees. The impact of removing up to 80 Heritage trees is considered to be less-than-significant.

Response to Comment PC-1 - Lofland - 07: Please see Section 9.2.2, Master Response: History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, for information about past agreements.

Response to Comment PC-1 - Ritter - 08: The Draft EIR (p. 4.1-9 through p. 4.1-16) includes a discussion of Measures PP and QQ. Please see the Response to Comment O-1 Cox, Castle, & Nicholson LLP - 04 regarding the interpretations of Measure PP that were made for the proposed project’s design.

Response to Comment PC-1 - Balch - 09: The potential impacts associated with the loss of oak woodland and tree removal are described in detail on pages 4.3-22 through 4.3-28 of the Draft EIR. This discussion includes various mitigation measures that would reduce the significance of tree removal impacts to less than significant levels. Other measures to avoid potential effects to oak woodland would include the relocation of specific oak trees or custom design of lots proposed in the vicinity of specific trees. These measures would require further consideration and analysis by a qualified arborist to assess the potential for tree survival in conjunction with the proposed residential development. Please see Response to Comment PC-1 - Rasagopalan - 06 for additional information.

The transportation impact assessment for Lund Ranch evaluates morning and evening peak hour operations at four intersections along Sunol Boulevard that would experience increase traffic with development of the project, including the Sunol Boulevard interchange. In the existing condition, all study intersections operate within the City of Pleasanton's level of service standard. In the near-term condition, the ramp terminal interchanges of I-680 at Sunol Boulevard are projected to degrade to unacceptable level regardless of the proposed project. Improvements at the interchange rank 6th in the City's prioritization and improvements are expected to start the design phase in 2015/16. As Caltrans review and approval is necessary, the improvements will likely be in place around 2018. As this is a regional improvement, all development projects contribute their fair share through the payment of local and regional transportation impact fees.

Intersections where a proposed project would add more than 50 peak hour trips are included in the analysis, regardless of the existing or projected level of service. However, other intersections to which a project would contribute fewer trips are also analyzed, based on existing or projected level of service of those intersections. For example, if a project is expected to add more than 10 peak hour trips to an intersection that is currently or projected to operate at level of service F, that intersection would also be included in the assessment. The Lund Ranch project is expected to generate between 50 and 60 weekday evening peak hour trips, which would be dispersed on the regional roadway network once trips reach Bernal Avenue or Sunol Boulevard. The study intersections included in the assessment were evaluated because they could either experience a large increase in traffic with the project, or are projected to operate poorly without the project and the addition of project traffic could worsen projected operations.

Response to Comment PC-1 - Dolan - 10: Comment explains that the implementation of Measure PP provisions is not a component of the Draft EIR discussion.

Response to Comment PC-1 - Balch - 11: Study intersections are identified in several steps. The first step is to calculate the project trip generation, the second step is to estimate where project trips would travel to/from and the routes that might be used, and the third is to estimate the number of new trips a project would add to intersections within the project vicinity. Once this information is developed, the level of service results from the General Plan are reviewed.

Intersections where a project would add more than 50 peak hour trips are included in the analysis, regardless of the existing or projected service level. As projected intersection operations deteriorate, the fewer trips a project can add to an intersection before an assessment is warranted. For example, if a project is expected to add more than 10 peak hour trips to an intersection that is currently or projected to operate at level of service F, it would be included in the assessment. The Lund Ranch project is expected to generate between 50 to 60 weekday evening peak hour trips, which would be dispersed on the regional roadway network once trips reach Bernal Avenue or Sunol Boulevard.

The study intersections included in the assessment were evaluated because they could either experience a large increase in traffic with the project, or are projected to operate poorly without the project and the addition of project traffic could worsen projected operations.

Response to Comment PC-1 - Allen - 12: The City's Minimum front yard setbacks for the streets that could be used to access the Lund Ranch II development:

Independence Drive	-	23 feet
Junipero Street	-	23 feet
Lund Ranch Road	-	23 feet
Summit Creek Lane	-	25 feet
Sunset Creek Lane	-	25 feet
Sycamore Creek Way	-	25 feet

With regard to the request for copies of referenced disclosures, these are included in the City's Staff Report for the Proposed Project.

Concerning the agreements related to the neighborhood adjoining the Lund Ranch site, please see Section 9.2.2, Master Response: History of Adjacent Land Use Approvals and Related Ventana Hills Agreement, for a description of the agreements related to the Ventana Hills neighborhood.

Pages 5-9 through 5-14, 5-29 and 5-30 in Section 5.2.3, Modified Access Alternative, of the Draft EIR provide an extensive discussion of the potential impacts and required mitigation measures associated with Scenario 6 in the Response to Comment O-4 Ventana Hills Steering Committee - 01. The Ventana Hills agreement predates Measure PP and is also referenced in two PUD Ordinances and a Specific Plan that predate Measure PP. The City Council will determine if the Ventana Hills agreement will supersede or not supersede the Pleasanton General Plan, specifically Measure PP (Land Use Element Program 21.3, p. 2-36).

Response to Comment PC-1 - Dolan - 13: Comment clarifies the CEQA requirements for evaluation of alternatives to a proposed project.

9.3 DRAFT EIR TEXT CHANGES

Changes and clarifications to the Draft EIR text are outlined below and changes are indicated with underlines for added text and ~~strikeouts~~ for deleted text. These revisions are minor and do not introduce significant new information as defined by Section 15088.5 of the CEQA Guidelines, including new or more significant environmental impacts, new mitigation measures or alternatives, or information indicating that the Draft EIR is fundamentally and basically inadequate.

CHAPTER 2: SUMMARY

The following text changes update information presented on Draft EIR page 2-1, paragraph 3, line 3:

“The project plans designate the majority of the Lund Ranch property for open space uses. Approximately 161 acres (83%) of the site would be dedicated for public open space use, while 11.1 acres of the two estate lots would be undeveloped private open space area. The public open space would be owned by the City and maintained by either the City ~~of~~ or the development’s homeowners’ association (HOA)/maintenance association (MA).”

The following text changes update information presented on Draft EIR page 2-20, column 2, lines 10 and 18:

“Mitigation Measure 4.12-5b: The project sponsor shall prepare a Fire Safety Awareness Program to address fire safe behaviors and fuel management. The project would include the disclosure of the Program’s requirements as part of the ~~CC&Rs~~ governing documents for the project development.”

“Mitigation Measure 4.12-5c: The project sponsor shall incorporate design measures and implement fuel management measures listed in the Wildland Urban Interface Plan (WUIP is included as Appendix E). Vegetation management measures included in this Plan shall continue to be implemented according to the ~~CC&Rs~~ governing documents for the proposed residences, and/or" an Open Space Maintenance District.”

The following text changes update information presented on Draft EIR page 2-28, paragraph 2, line 8:

“This requirement ~~will most likely~~ could require the lowering of pad elevations or the elimination of up to five proposed lots. The feasibility of one or both of these approaches in some combination is yet to be determined.”

CHAPTER 3: PROJECT DESCRIPTION

The following text changes update information presented on Draft EIR page 3-3, paragraph 3, line 4:

“Greenbriar Homes Communities is requesting approval of a Planned Unit Development (PUD) development plan, which would allow the construction of a total of 50 residential units on the 195-acre Lund Ranch II property. The project site is presently designated for Rural Density Residential (one dwelling unit per five gross acres), ~~and~~ Low Density Residential (less than two dwelling units per gross acres), ~~and~~ Public Health and Safety. The subject property is zoned PUD-LDR/OS Planned Unit Development - Low Density Residential) District.

The following text changes update information presented on Draft EIR page 3-3, paragraph 5, line 4:

“The project plans to designate the majority of the Lund Ranch property for open space uses. Approximately 161 acres (83%) of the site would be dedicated for public open space use, while 11.1 acres of the two estate lots would be undeveloped private open space area. The public open space would be owned by the City and maintained by either the City ~~of~~ or the development’s homeowners’ association (HOA)/maintenance association.”

CHAPTER 4: SETTING, POTENTIAL IMPACTS, AND MITIGATION MEASURES

4.1 Land Use and Planning

The following text changes update information presented on Draft EIR page 4.1-2, paragraph 3, line 5:

“The project site is designated in the Land Use Element of the Pleasanton General Plan as having 0.29 acres designated Medium Density Residential, 58.43 acres designated Low Density Residential, ~~and~~ 123.04 acres designated Rural Density Residential, and for Public Health and Safety (Figure 4.1-1).”

4.7 Noise

The following text changes update information presented on Draft EIR page 4.12-24, Mitigation Measures 4.12-5b and 4.12-5c paragraph 5, line 4:

***"Mitigation Measure 4.7-4:** The City shall require the project applicant to reduce the project's estimated 5.6 dBA increase on Lund Ranch Road to 4 dBA or less. Such a reduction could be achieved by: (a) reducing the number of residential units using Lund Ranch Road in order to sufficiently reduce noise generated by project related traffic volumes; and/or (b) by ~~requiring~~ resurfacing Lund Ranch Road (Independence Drive to project site boundary) and Independence Drive (from Lund Ranch Road to Hopkins Way) with noise attenuating asphalt. If an updated noise analysis, prepared to the satisfaction of the Director of Community Development based on the Project's circulation system approved by the City, demonstrates that the noise increases to Lund Ranch Road, Independence Drive, and all neighborhood streets would be less than 4 dBA, the street resurfacing requirement would no longer apply."*

4.12 Hazards and Hazardous Materials

The following text changes update information presented on Draft EIR page 4.12-14, column 2, line 3:

“The project sponsor shall be required to construct and finance water facilities for emergency services. The Homeowners’ Association (HOA) or Maintenance Association (MA) shall be required to pay for annual inspections.”

The following text changes update information presented on Draft EIR page 4.12-15, column 2, lines 8 and 15:

“The project sponsor shall construct and finance water facilities for emergency services. The HOA or MA shall be required to pay for annual inspections.”

"The project shall include a Fire Safety Awareness Program to address wildland fire safety and the Program provisions shall be incorporated into the ~~CC&Rs~~ governing documents of the proposed development."

The following text changes update information presented on Draft EIR page 4.12-24, Mitigation Measures 4.12-5b and 4.12-5c paragraph 5, line 4:

***"Mitigation Measure 4.12-5b:** The project sponsor shall prepare a Fire Safety Awareness Program to address fire safe behaviors and fuel management. The project would include the disclosure of the Program's requirements as part of the ~~CC&Rs~~ governing documents for the project development...*

***Mitigation Measure 4.12-5c:** The project sponsor shall incorporate design measures and implement fuel management measures listed in the Wildland Urban Interface Plan (WUIP is included as Appendix E). Vegetation management measures included in this Plan shall continue to be implemented according to the ~~CC&Rs~~ governing documents for the proposed residences, and/or an Open Space Maintenance District..."*

CHAPTER 10 RESPONSE TO COMMENTS

APPENDICES

APPENDIX H

VENTANA HILLS STEERING COMMITTEE LETTER ATTACHMENTS

PUD-25 - LUND RANCH II DOCUMENTATION SUPPORTING SYCAMORE CREEK WAY CONNECTION

DATE	SOURCE	DOCUMENT
1991	PUD 90-18 Bonde Ranch 4-19-91 Site Plan Job NO592.91	Letter of Understanding with Shapell Industries of No. CA routing traffic from Middleton PI through Lunch Ranch II to the East-West Collector indicating traffic from Lund Ranch II traffic would use the new East/West Collector road. Note: Middleton Place was "G Court" during PUD Planning.
Jun-92	North Sycamore Specific Plan	Pages 24, 49, 52, 53 and 54 make reference to the East-West Collector. The Plan includes construction of a new East-West Collector street connecting North Sycamore and the adjacent proposed Lund Ranch II development to the east with Sunol Blvd. to the west.
2/17/98	PUD-97-03 Greenbriar Sycamore V. Co.	Conditions of Approval 1, 43, 68 & Exhibit "A" which verify additional development in the area which may use the circulation system proposed by this project, right-of-way dedication to the City of land intended to be public streets & disclosure to homebuyers of these facts.
6/16/98	Happy Valley Specific Plan	Page 49 The "Bypass Road" will extend from the easternmost end of the future North Sycamore "East-West Collector" road...Figure VI-2 on page 50 shows Future NSSP East/West Collector road.
10/19/99	PUD-97-12 New Cities/Sycamore Heights	Conditions of Approval 1, 9, 73, 98 & Exhibit "A" which shows right of way for connection "A" Street (Sycamore Creek Way) and "8" Street (Sunset Creek Lane). "This roadway will be extended to only serve the future development of the Lunch Ranch II property to the east...
12/3/99	Bridle Creek CC&R's	Each Lot Owner acknowledges, agrees and accepts the potential development of the NSSP Area ...and the Lund Ranch Property into approximately 125 residential lots;
9/10/03	Planning Comm. Staff Report	Public scoping session for DEIR for PUD-25 (Greenbriar Homes) page 4 states, "The sole vehicular entrance to the development would be Sunset Creek Lane."
12/17/03	Sycamore Heights CC&R's	1.1 Sunset Creek Lane may become a through street, extending easterly over Parcel D and beyond. 3.3 However, the City intends that if the properties to the east of the Project are developed for new residential homes or other purposes, this street will become a through street...
10/27/11	Letter from VH Steering Comm.	A detailed description of future connections to Lund Ranch II involving the City of Pleasanton, Shapell and the Ventana Hills Steering Committee. Lund Ranch Road was never considered as a connector.
2005-2025	General Plan	"New improvements identified on Figure 3-10 must be installed to address existing congestion and to ensure that future development does not result in increased congestion."Pg 3-30. Proposed Roadway Improvements "Sycamore Creek Way Extension" Pg 3-21 also Pg. 3-2 and 3-34 Traffic Calming.

Ventana Hills Steering Committee
c/o Lofland
1039 Nelson Court
Pleasanton, CA 94566

October 27, 2011

Marion Pavan, Associate Planner
City of Pleasanton Planning Department
P.O. Box 520
Pleasanton, CA 94566-0802

RECEIVED
OCT 27 2011
CITY OF PLEASANTON
PLANNING DIVISION

Project Title: PUD-25 Lund Ranch II
Project Applicant: Greenbriar Homes

This letter is in response to the application received by the City Planning Department from Greenbriar Homes on September 16, 2011 for the proposed development of Lund Ranch II (PUD-25). In this application, Greenbriar shows plans to have all the traffic from the 50 homes proposed, as well as construction traffic, run down Lund Ranch Road, connecting to Independence Drive and then to either Junipero Street and/or Bernal Avenue. The majority of traffic would use Junipero Street to access freeway/schools/shopping, etc. Traffic using Junipero Street would curve past Mission Park where safety issues already exist.

The Ventana Hills Steering Committee was formed as a result of a motion adopted by the Pleasanton City Council at the April 2, 1991 meeting, to provide an orderly input and negotiations for the adoption of PUD 90-18 (Bonde Ranch). All committee members appointed to the Steering Committee were at the time and continue to be residents of the Ventana Hills subdivision.

Through a series of negotiations adopted by the developer Shapell Industries of Northern California and approved by the Pleasanton City Council at the meeting May 21, 1991, The Revised Mitigated Alternative 4-19-1991 Site Plan, Bissell & Karn Civil Engineers, Sheet 1, Job # NO592.91 was included and incorporated in to a Letter of Understanding signed by the parties to these negotiations.

The agreement(s) provided for development of Bonde Ranch as a "cluster" of residences throughout the property, minimizing traffic impacts on surrounding neighborhoods to the extent possible and took into account the contemplated eventual development of the real property east of Ventana Hills, commonly known as "Lund Ranch". Included within the Letter of Understanding is paragraph (s), regarding "Steering Committee negotiating development plans for development of the Lund Ranch."

These discussions, negotiations and agreements are significant as they were negotiated in cooperation with Brian Swift of the City of Pleasanton Planning Department, agreed to by residents of Ventana Hills and adopted by the City of Pleasanton City Council.

Traffic routing from Bonde Ranch's Middleton Place, through Lund Ranch II to the East-West Collector and the closure of Livingston Way between Braxton Place and Middleton Place to an EVA is a condition of the adopted agreement. In addition, the developer Shapell was required to disclose this in writing and to obtain a "sign-off" from the residents of Middleton Place at purchase. The City has signage at the end of Middleton Place indicating future connection to the Lund Ranch II property. It would make no sense that this would have been negotiated in 1991 simply to connect to Lund Ranch Road through the Lund Ranch II development. It is clear that this negotiation was intended to take the traffic from Middleton Place along with the Lund Ranch II traffic out through the new East/West Collector.

In this same time frame, The City of Pleasanton Planning Department had meetings with The Ventana Hills Steering Committee as well as representatives from Mission Park, Pleasanton Heights and the Sycamore/Happy Valley areas to create a specific plan for the development of North Sycamore area, and future circulation for undeveloped land adjacent to our neighborhoods. This included the re-routing of Sycamore Road for the public golf course (commonly known as Callippe Preserve Golf Course). These negotiations and agreements are represented in the North Sycamore Specific Plan prepared for the City of Pleasanton, Submitted by Brady and Associates, Inc. in association with McGill-Martin-Self, Civil Engineering Consultants, TJKM, Transportation Consultants and BioSystems Analysis, Inc., Biological Consultants dated June 1992.

The North Sycamore Specific Plan considered the concerns of all the surrounding neighborhoods in 1991. Of specific importance to the development of Lund Ranch II are the following:

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- 3. Circulation/Connection with Adjacent Areas

- "Connections to the North. Emergency and pedestrian connections to the north are provided at San Antonio Street and Independence Drive. Pedestrian access only is provided via San Carlos Way." (This showing the commitment to existing surrounding neighborhoods for either pedestrian or EVA access only)*

- "Connection to the East. Access to the east (proposed Lund II development) is provided via the extension of the east-west collector and a local street. Maintenance access continues to be provided to the reservoir via a private drive." (The east-west collector is now called Sycamore Creek Way and the local street is called Sunset Creek Way).*

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- "1. East-West Collector

- The proposed Plan includes construction of a new east-west collector street connecting the North Sycamore area and the adjacent proposed Lund II development to the east with Sunol Boulevard to the west. Emergency access to this street from Independence Drive in the Ventana Hills neighborhood and San Antonio Street in the Mission Park Neighborhood are also proposed."*

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- "1 Connections at Study Area Boundaries

- Street connections to adjacent developable areas as proposed in the Specific Plan include one into the proposed Lund II development, and one to southeast Pleasanton. An extension from the new east-west collector connects to Sycamore Road through parcel 9, as shown in Figure V-2."*

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- D. DESIGN GUIDELINES

- "2. Constuction of the east-west collector is critical for access for the study area. It should be constructed to full size as North Sycamore develops."*

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- "6. Emergency vehicle access to the study area should be provided from the existing private road drive west of Alisal Street, and from Independence Drive and San Antonio Way." (Again, showing commitment to existing surrounding neighborhoods for either pedestrian or EVA access only).*

- "7. On-street parking is not recommended for the new collector streets." (The east-west collector, Sycamore Creek Way, followed this recommendation and has no on street parking, no park to go around, no additional stops until Sunol Blvd. for smooth traffic flow. If traffic for Lund Ranch II were to go through Ventana Hills, down Lund Ranch Road, Independence Drive and Junipero Street, they all have on street parking, there is a park at the corner of Junipero Street and Indpependence Drive and four stops before Sunol Blvd. 52 homes face or are*

adjacent to Sycamore Creek Way. 91 homes face or are adjacent to Lund Ranch Road, Independence Drive, and Junipero Street. Sycamore Creek Way was built not to exceed 10,000 ADT [average daily trips]. Independence Drive was built not to exceed 3,000 ADT).

- Page A-4, paragraph two

"The cumulative condition also results in potentially significant impacts on surrounding area roadways. Sunol Boulevard requires widening to four lanes. Cumulative traffic impacts to the north of the study area would be as follows: Volumes on San Antonio Street and Independence Drive, south of Junipero Drive would be less than or approximately equal to the environmental capacity (3,000 ADT) for streets with residential frontage. The projected volume on Independence Drive, south of Bernal Avenue, is 3,630 ADT. Thus, future residential development in this area should not front on Independence Drive." (The Lund Ranch II plan, as proposed, would add potentially another 500 ADT to Lund Ranch Road, Independence Drive and Junipero Street).

Both the Sycamore Heights and Bridle Creek developments in the North Sycamore area were approved following the North Sycamore Specific Plan with circulation/connection to adjacent existing neighborhoods being either pedestrian or EVA. The City of Pleasanton has posted signs at the end of Sycamore Creek Way, Sunset Creek Lane indicating future extensions into the Lund Ranch II property. Approximately 100 yards beyond the end of Sunset Creek Lane there already exists a City fire hydrant, directly in line with the extension of that road.

The public report furnished to home buyers along Sycamore Creek Way disclosed that the roadway would carry traffic from future development to the East.

After the Bonde Ranch negotiations were completed, the Steering Committee met with Brian Swift of the City Planning Department and Vic Lund to review the future development plans of Lund Ranch. Included in the meeting was a "walk" of the major portion(s) of Lund Ranch. The expressed concerns of the Lund Family in preserving the topography of the Ranch property were discussed, as well as the routing of traffic from Bonde Ranch's Middleton Place onto Livingston, continuing through Lund Ranch II and connecting with the East-West Collector Road, which would service the Lund Ranch II development.

A cul-de-sac design at the termination of Lund Ranch Road was presented to the Steering Committee by Vic Lund and also by the Planning Department, further reinforcing the eventual closure and routing of traffic to the East-West Collector (Sycamore Creek Way).

Lund Ranch Road in Ventana Hills is the only road of the four roads abutting Lund Ranch II in which signage from the City is not posted specifying access to future development to the East. This is in line with all negotiations and agreements made in 1991 with the City, The Ventana Hills Steering Committee and other surrounding neighborhood representatives.

It is our objective to reconfirm with the City Planning Department the previous negotiations and agreements with all the surrounding neighborhoods of this area in 1991 before the current plan submitted by Greenbriar Homes goes any further, as it is in direct conflict to these negotiations and agreements, which are in the North Sycamore Specific Plan.

The City Planning Department should reject the proposal submitted on September 16, 2011 and direct Greenbriar Homes to modify a planned unit development in accordance with the agreements made and represented in the North Sycamore Specific Plan.

Should a future plan be submitted to the City by Greenbriar Homes that adheres to circulation plans previously agreed upon, we also recommend that the Planning Department request from Greenbriar Homes the following two items as well;

1. There should be an easement (green belt or open space) between existing Ventana Hills homes and any new homes on Lund Ranch II. This would be in line with the approved developments of Sycamore Heights, Bonde Ranch and Bridle Creek that surround the rest of this neighborhood.

2. The City Planning Department should direct the developer to provide a park and/or recreation area in the new development. The only existing park where children can play for Sycamore Heights, Bridle Creek, Bonde Ranch, The Diamond Collection, Mission Park, Pleasanton Hills and Ventana Hills is Mission Park at the corner of Independence Drive and Junipero Street. The hiking trails as submitted in Greenbriar Homes plan are an inadequate substitute for a public park. Mission Hills Park is already heavily impacted by daily use and special events.

This letter summarizes our assessment, based upon the current proposed Lund Ranch II plan, as well as the previous agreements with the City. We will provide additional comments and concerns as the planning process continues to evolve.

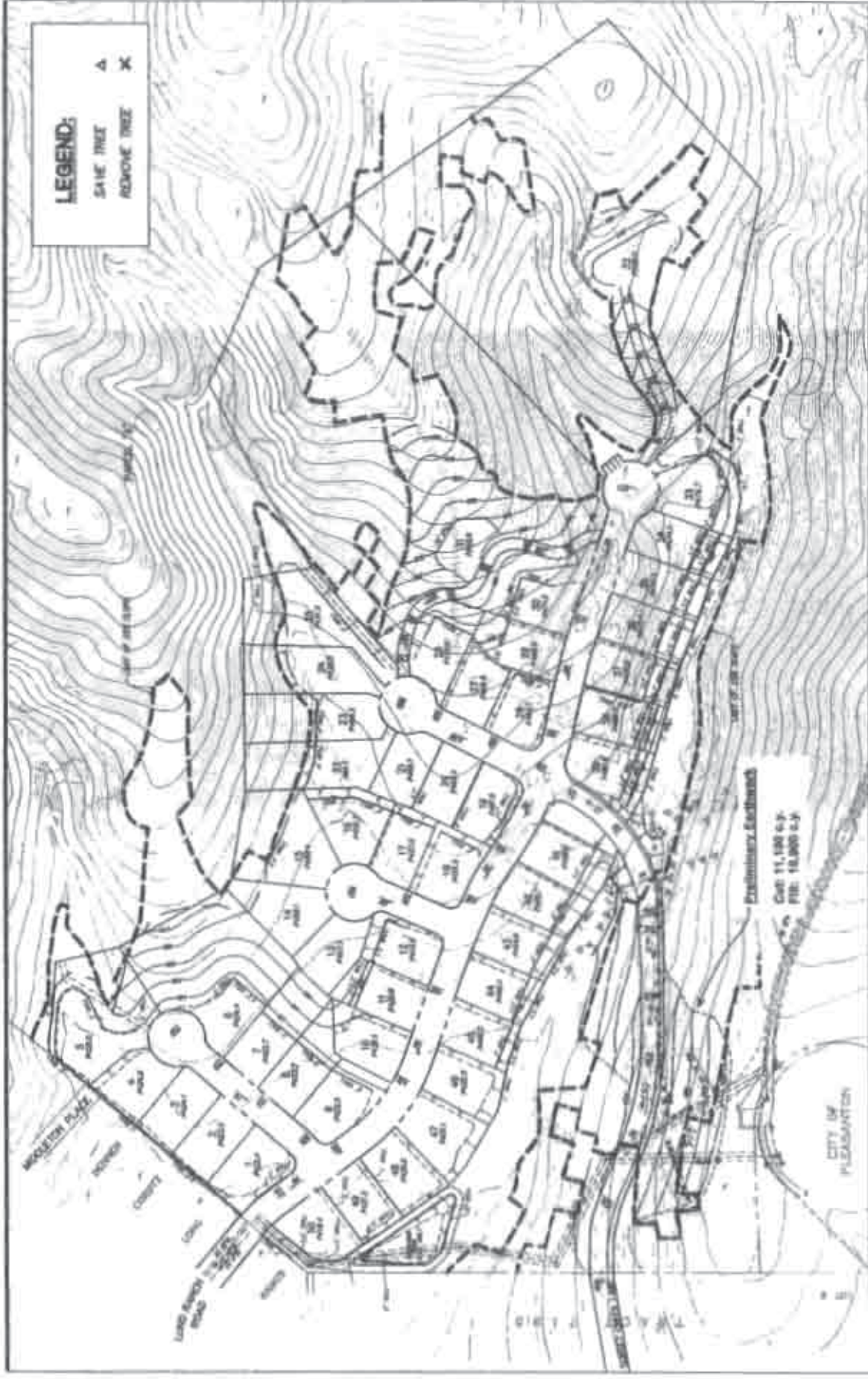
Sincerely,

The Ventana Hills Steering Committee;
Andy Allbritten
George Dort
Amy Lofland
Carol Spain
Wayne Strickler

Cc: Ms. Janice Stern, Planning Manager
Brian Dolan, Community Development Director
Brian Swift, City of Pleasanton Community Development Director, retired

SUNSET CREEK LANE EXTENSION SCENARIO

FIGURE 5-3



LINDS RANCH II

Attachment 3

Scenario 6a. Sunset Creek Lane connection minus Middleton Place

Source: Roggeri-Jones-Azar (February 2013)



APPENDIX I

FIGURE 3-7
OF THE
PLEASANTON GENERAL PLAN CIRCULATION ELEMENT

2005 PLEASANTON PLAN 2025

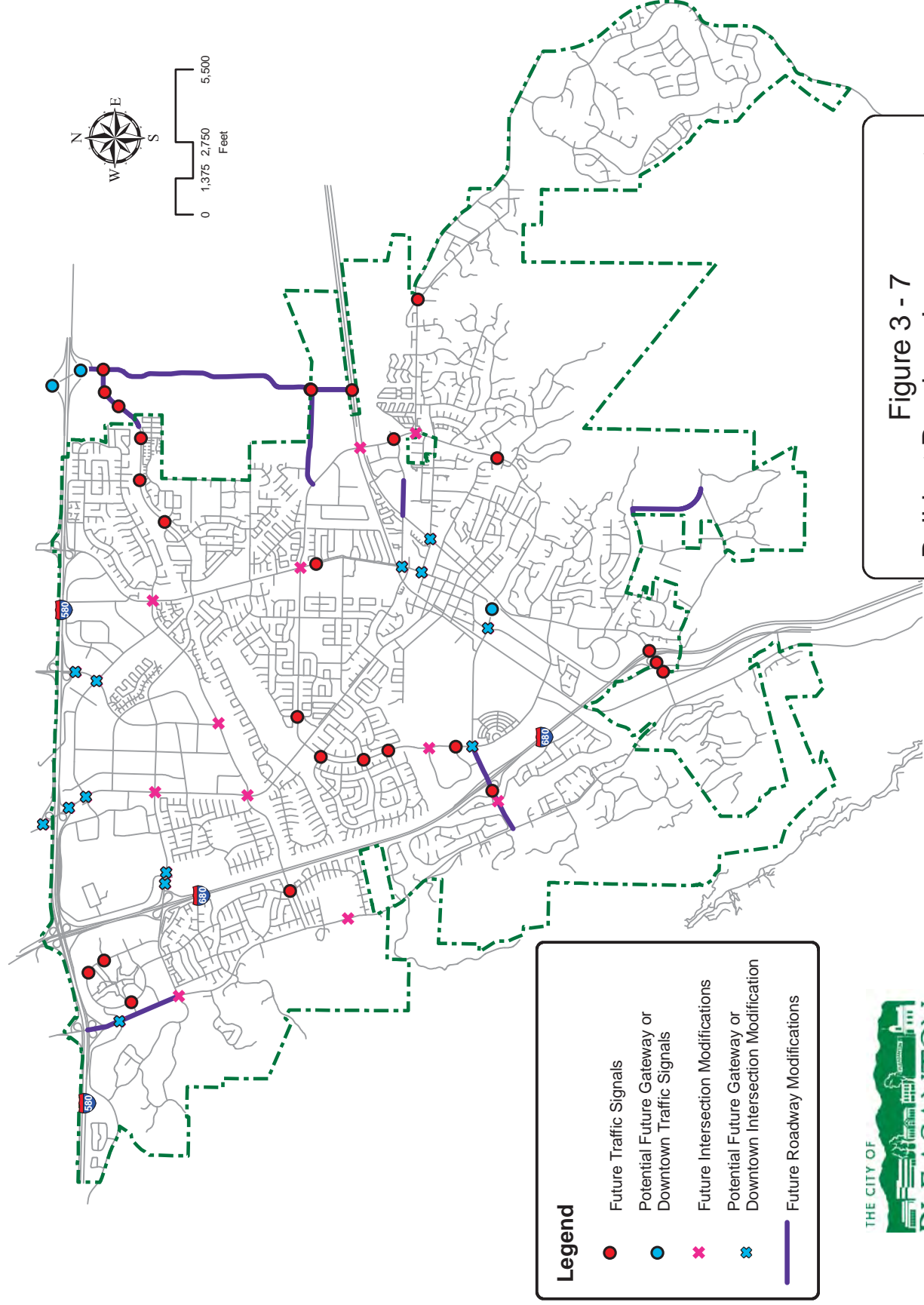


Figure 3 - 7
Buildout Roadway Improvements